STATE ROUTE

TRANSPORTATION CONCEPT REPORT

District 3 Office of Advance and System Planning
December 2004

State Route 16

Transportation Concept Report

2003 through 2023

California Department of Transportation, District 3
Southwest Planning
Katherine Eastham, Chief
(916) 274-0614

Report Prepared by
Crystal De Castro
Associate Transportation Planner
(916) 274-0636

Bob Justice
Associate Transportation Planner
(916) 274-0616

Travel Data
Office of Travel Forecasting and Modeling
Dennis Azevedo, Chief
(530) 741-5130

December 2004

Approved by:

Jody Jones — 1/25/05

JODY E. JONES — **DATE**
District Director
District 3, Marysville

07 Jun 05

WAYNE LEWIS — **DATE**
Deputy District Director, Planning and Local Assistance

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Introduction to the Transportation Concept Report

What is a Transportation Concept Report?

A Transportation Concept Report (TCR) is a long-term planning document that each Caltrans District prepares for every State highway, or portion thereof, in its jurisdiction, and is where long-range corridor planning in Caltrans usually begins. The purpose of a TCR is to determine how a highway will be developed and managed so that it delivers the targeted level of service and quality of operations that are feasible to attain over a twenty-year period. These are indicated in the Route Concept. (See below for a discussion of how Route Concepts are developed.)

In addition to the 20-year Route Concept, the TCR includes an Ultimate Concept, which is the ultimate goal for the route beyond the twenty-year planning horizon. Ultimate Concepts must be used cautiously, however, because unforeseen changes in land use and other variables make forecasting beyond twenty years difficult.

How does the TCR fit in with local and regional planning efforts?

As owner/operator of the State highway system, Caltrans has a duty to establish a long-range vision for its highways and determine overall strategies for their management. This is achieved by taking into consideration the numerous factors encompassed in the human and natural environments in which a particular route exists. During development of a TCR every effort is made to arrive at the same or similar level of service standard used by a local jurisdiction. Caltrans' objective is to have local, regional, private sector, and State consensus on corridor Concepts, planning strategies, and improvement priorities.

Whenever a General Plan is updated, State highways within the jurisdiction should be recognized and included in the circulation system. The jurisdiction should also adopt the Concept Level of Service (LOS) standard indicated in the TCR, along with the Concept Improvements described in the TCR as necessary to meet the Concept LOS. The jurisdiction has the option of adopting a higher LOS standard and acknowledging the inconsistency with the TCR and the associated funding participation limitations by the State for State highway improvements.

Does the TCR have to be read from cover to cover in order to get pertinent information about a route segment?

Caltrans does not intend for TCRs to be read from cover to cover as one would read a book. Rather, the TCR is a reference document with segment-specific information presented in a concise and readable format that allows the user to easily access -- in one place in the document -- all the data and information that pertains to a particular segment of the route. Because of this format, there is a certain amount of repetition in the TCR, as information pertaining to adjacent segments of the route is repeated in the relevant sections of the TCR.
The TCR first presents an overview of the route's current condition, the general context in which it exists, and Caltrans' general vision for its future. The route is then divided into segments for analysis. Each segment's Fact Sheet contains a variety of technical, statistical, historical, and other useful information that provide a deeper understanding of the route and a context for the Concepts developed for it.

Transportation Concept Reports also include right-of-way widths, an inventory of biological resources known to exist in the vicinity of the highway, and maps showing the general location of rare species and natural communities. Right-of-way and environmental information provided in a TCR are relative to the route or route segment and are not to be considered project specific. Precise right-of-way needs cannot be defined until the appropriate environmental and engineering studies are completed. In the back of the TCR is a glossary of terms and acronyms, and a list of references used to prepare the report.

District 3 is continually striving to improve the quality and usefulness of its TCRs. Future updates will include expanded environmental information, the results of an operational analysis of heavily-congested route segments, and a corridor-level landscape or aesthetic master plan, if available, to help incorporate specific, context-sensitive features into highway projects.

Route Concept Development

A Transportation Concept Report (TCR) assesses a highway's current and future operating conditions and uses that and other information to establish a 20-year Route Concept for each segment of the route. A Route Concept is comprised of a Concept Level of Service and a description of the Concept Facility. The TCR then determines the nature and extent of improvements needed to attain the Route Concept.

Concept Level of Service

Concept Level of Service (LOS) reflects the minimum level or quality of operations that is appropriate for each route segment, and is considered to be reasonably attainable within the 20-year planning period. Caltrans also uses the Concept Level of Service as the CEQA level of significance threshold when evaluating the impacts of local development plans and projects. A significant impact is identified if a specific local

development plan or project results in a level of service on the highway segment or intersection that is below the Concept LOS, and must be mitigated.

Typical Concept LOS standards in District 3 are LOS D in rural areas and LOS E in urban areas. However, some heavily-congested route segments now have a Concept LOS F because the improvements or travel demand reductions required to bring the level of service to E are not considered feasible. Level of service is established through travel forecasting data analysis, using regional models where available. (See the Glossary for a definition of Level of Service.)

Concept Facility

The description of a facility reflects its number of travel lanes, and degree of access onto the highway by local streets and driveways. (See the Glossary for an explanation of Access Control.) The Concept Facility will provide the amount of vehicle-carrying capacity necessary to achieve the Concept LOS. In some cases, people-carrying capacity will also be incorporated. Auxiliary lanes are not considered a part of the mainline roadway and, therefore, are not included in the number of travel lanes indicated in a Concept.

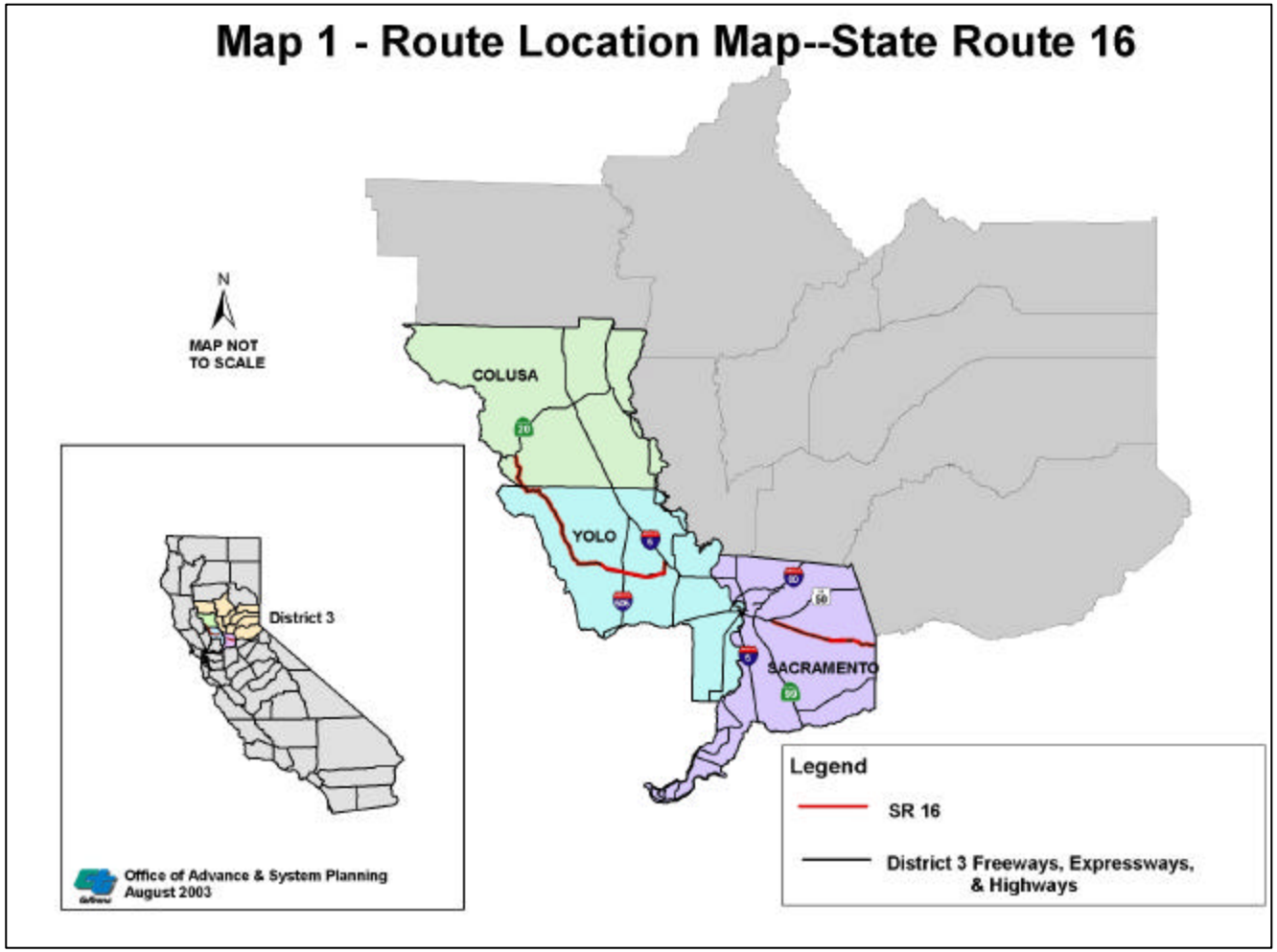
Concept Improvements

The range of improvements available to achieve a Route Concept is heavily influenced by environmental, political, and fiscal conditions. In many areas, planned projects are subject to meeting air quality conformity standards. Unanticipated safety projects and routine roadway maintenance are not included in Route Concept Improvements, although both will occur throughout the corridor as needed.

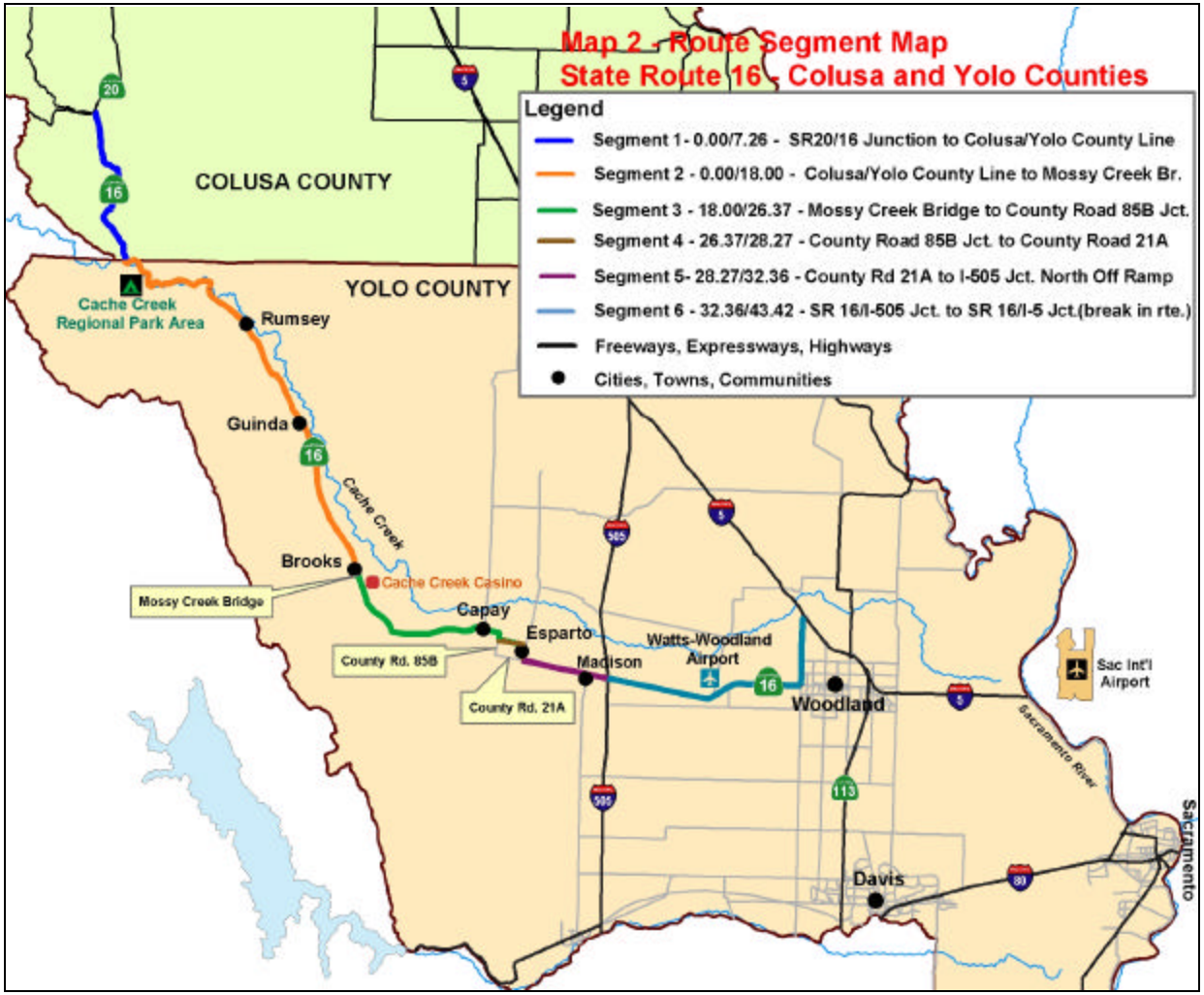
Because a highway is but one part of an interconnected transportation network, District 3 takes a corridor approach to developing TCRs. The corridor may include additional transportation systems, such as bus or rail transit service, bicycle and pedestrian facilities, heavy rail, a seaport, airports, interregional bus service, local roadways, and facilities for neighborhood electric vehicles used frequently by older citizens for local mobility. All of these systems reduce excess highway demand by providing travelers and shippers of goods with non-highway or non-driving options. Expansion of those that can provide a notable improvement to mobility within the corridor are included as Concept Improvements.

Where a Concept LOS is F, the TCR recommends general operational improvements and alternate modes of travel as starting places for further study. However, because the number of route segments with a Concept LOS F is expected to increase, operational (that is, non-capacity-increasing) improvements are now the primary strategy for optimizing the operation of the existing highway infrastructure. To fully integrate this strategy, future TCRs will include an operational analysis of heavily-congested urban route segments. The results of this analysis will determine which specific operational improvements will become Concept Improvements.

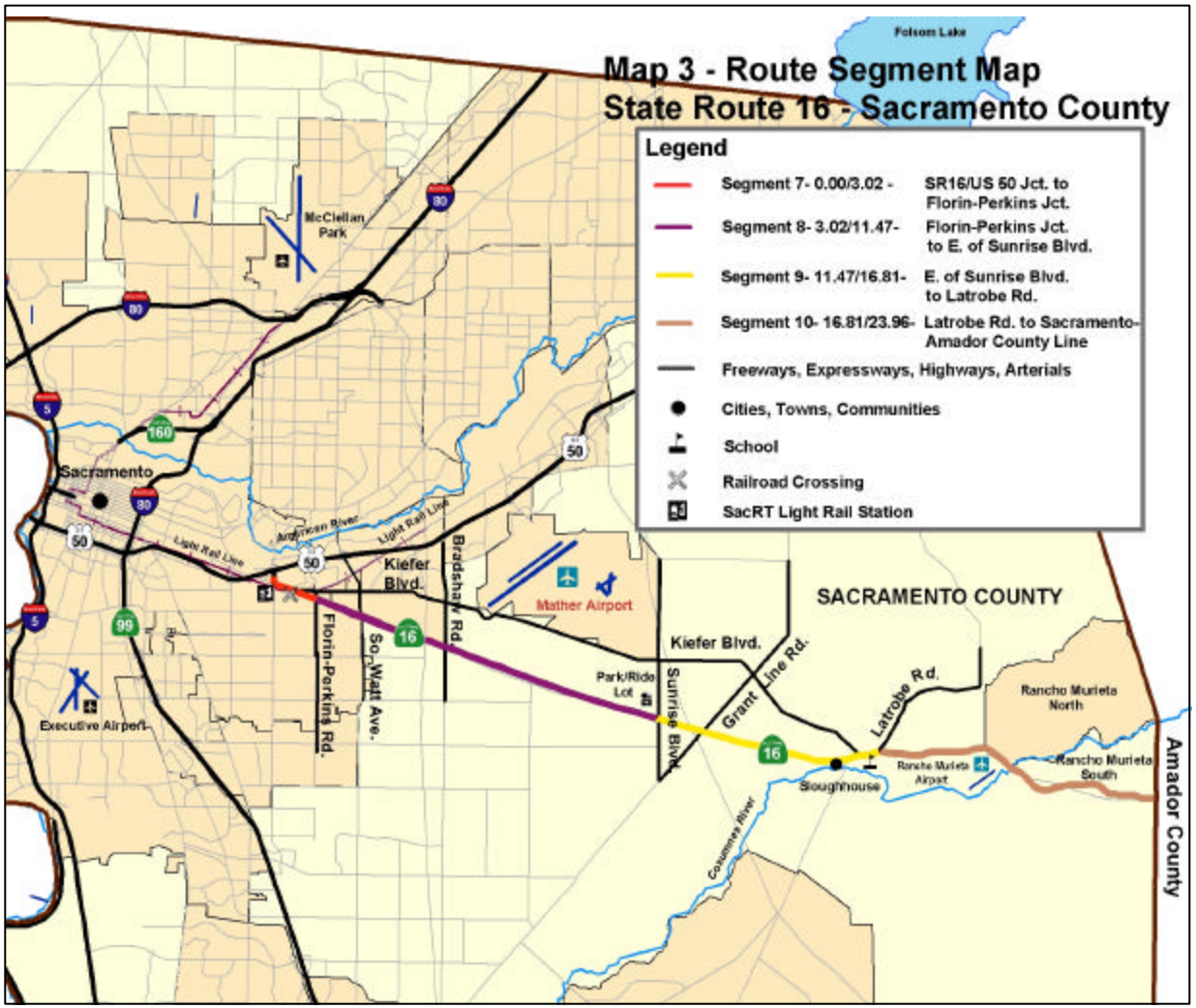
Map 1 – Route Location Map



Map 2 – Route Segment Map (Colusa and Yolo County)



Map 3 – Route Segment Map (Sacramento County)



Concept Rationale

In District 3, State Route (SR) 16 is approximately 74 miles (119 KM) long and runs west to east through three counties; Colusa, Yolo, and Sacramento. SR 16 has a wide variety of users such as commuters and recreational travelers. Agricultural farm equipment operators also travel on this route. SR 16 passes through open spaces, agricultural and rural areas in Colusa and Yolo County, and the urban fringes of Sacramento.

SR 16 runs through Yolo and Colusa County as a 2-lane conventional highway. In Colusa County, SR 16 extends little more than seven miles through the mountainous Cache Creek Regional Park and follows the bends and curves of Cache Creek. Due to the nature of the terrain it is highly unlikely that capacity-increasing projects will take place. In Yolo County, SR 16 passes through several communities and surrounding areas along SR 16 which local residents of Yolo County call Capay Valley. There are various Caltrans projects along SR 16 in Yolo County. Caltrans has proposed a Safety Improvement Project from the community of Brooks to I-505, traffic calming projects in the town of Capay and Esparto, and a series of other maintenance and operational improvements.

In Sacramento County, SR 16 begins at the US 50 junction at Howe Avenue/Power Inn Roads as a four-lane conventional highway. Approximately four miles of the beginning of the route is within the Sacramento city limits. Several sand and gravel plants located along the first few miles generate a significant amount of truck traffic.

SR 16 continues east along Folsom Boulevard for approximately 2-1/2 miles, and transitions into a two-lane conventional highway at the Florin-Perkins Road Junction. The route passes through urban, light industrial, and rural areas that include commercial businesses, apartment complexes, mobile home parks, private residences, horse/cattle ranches, and farms. The portion of SR 16 from the Florin-Perkins Road Junction to the Amador County line is also known as the Jackson Highway.

SR 16 passes through several major Sacramento County arterial intersections such as Bradshaw Road, Sunrise Boulevard, and Grant Line Road. The terrain is initially flat along the route, but transcends into rolling hills.

Segment Summary

SR 16 is divided into 10 segments, according to county boundaries, transitions between conventional highways, freeways, expressway, district traffic volumes, and flow characteristics. This segment summary discusses the existing conditions and land uses that will impact mobility along the corridor.

Segment 1 (Colusa County PM 0.00 – 7.26/KPM 0.00 – 11.68)

Segment 1 is a 2-lane conventional highway that begins at the SR 20/SR 16 junction to the Colusa/Yolo County line. This segment passes through open space rangeland. It is zoned by Colusa County for recreational and leisure activities to preserve the natural beauty of Cache Creek and the hillsides. This segment is an eligible State scenic highway. Due to the natural constraints there are no plans for highway expansion.

Segment 2 (Yolo County PM 0.00 – 18.003/KPM 0.00-28.973)

Segment 2 is a 2-lane conventional highway from the Colusa/Yolo County line to the Mossy Creek Bridge. This segment passes through agricultural zones, open space, and low-density residential housing in the unincorporated towns of Rumsey and Guinda. This segment is also an eligible State scenic highway.

Segment 3 (Yolo County PM 18.003-26.370/KPM 28.973-42.438)

Segment 3 extends as a 2-lane conventional highway from Mossy Creek Bridge to County Road 85B. This segment passes through rolling hills, sprawling farmlands, and low-density residential housing. To Yolo County residents this area is also known as Capay Valley, an area rich in agricultural soils. In addition, throughout the hills on both sides of the Valley are several large cattle and sheep ranches. According to the 1983 Yolo General Plan, SR 16 through Capay Valley is designated as a local scenic highway and an eligible State scenic highway. As a local scenic highway local regulations apply.

The unincorporated towns of Brooks and Capay are located along this segment. Near the town of Brooks is the Rumsey Rancheria tribal trust land. The existing facilities include the Wintun housing development, community center, service facilities, and the Cache Creek Indian Bingo and Casino gaming facility.

Segment 4 (Yolo County PM 26.37-28.27/KPM 42.44-45.50)

Segment 4 is a 2-lane conventional highway from County Road 85B to County Road 21A. Land use is primarily agriculture with low-density residential. This segment passes through the unincorporated town of Esparto. SR 16 runs through Esparto as a main street highway. In Esparto, the westside of SR 16 includes a fire station, residential areas, community center, and commercial businesses, while the eastside of SR 16 has a school, library, park, residential areas, and businesses.

Segment 5 (Yolo County PM 28.27-32.36/KPM 45.50 – 52.07)

Segment 5 is a 2-lane conventional highway from County road 21A to the I-505 northbound off ramp. Land use on this segment is primarily agriculture with residential housing. This segment passes through the community of Madison. The Madison migrant camp located at PM 31.34 is adjacent to SR 16.

Segment 6 (Yolo County PM 32.36 – 43.42/KPM 52.07 – 69.87)

Segment 6 is a 2-lane conventional highway from the I-505 Northbound off ramp to I-5 in Woodland. The existing land use in this segment is primarily agriculture with low-residential housing. The Yolo Board of Supervisors approved the proposed Wildwings subdivision located 5 miles west of Woodland and about 3 miles east of Madison. The community will consist of residential zones, golf course, open space preserve, fire station, bike lanes, and a Yolobus stop off Highway 16. A portion of this community will have housing lots with on-site hangers with access to the Watts-Woodland airport.

Segment 7 (Sacramento County PM 0.00 – 3.02/KPM 0.00 – 4.86)

Segment 7 begins as a 4-lane conventional highway at the SR 16/US 50 junction to Florin Perkins Road. Traffic is heavily congested most of the time within this segment, and is even heavier during morning and evening peak commuting hours. Traffic is forecasted to increase 10% annually over the next twenty years within this segment. The land use is mostly urban and rural residential housing with retail businesses. There are also commercial office buildings and complexes, and light industrial sand and gravel plants. The City of Sacramento and Sacramento County are presently in discussions with Caltrans to consider the relinquishment of this SR 16 segment within the city limits from PM 0.000 to PM 2.508. Relinquishment of this segment is expected to be in approximately three to seven years as this segment area of the city and county is developed.

Segment 8 (Sacramento County PM 3.02 – 11.47/KPM 4.86 – 18.50)

Segment 8 is 2-lane conventional highway at Florin Perkins Road to east of Sunrise Boulevard. In this segment the land use is mostly rural residential, light agricultural, commercial office buildings and complexes, retail businesses, and light industrial sand and gravel plants. Mather Airport is located within a few miles of this segment area, and the airport is presently preparing a master plan that will further develop the former Air Force base into a major western regional air cargo center. Sacramento County is presently in discussions with Caltrans to consider the relinquishment of this SR 16 segment. Relinquishment of this segment is expected to be in approximately three to seven years as this segment area of the county is developed.

Segment 9 (Sacramento County PM 11.47– 16.81/KPM 18.50 – 27.03)
Segment 9 is 2-lane conventional highway from east of Sunrise Boulevard to Latrobe Road. Future commercial and residential development is planned for the Sunrise Boulevard area in east Sacramento County. Approximately 22,000 new homes, several shopping centers and parks will accommodate an estimated 50,000 new residents projected to live in this area over the next 10 years. This segment also passes through the community of Sloughhouse. Sacramento County is presently in discussions with Caltrans to consider the relinquishment of this SR 16 segment. Relinquishment of this segment is expected to be in approximately three to seven years as this segment area of the county is developed.

Segment10 (Sacramento County PM 16.81 – 23.96/KPM 27.03 – 38.56)
Segment 10 is a 2-lane conventional highway from Latrobe Road to the Sacramento/Amador County line. SR 16 passes through the community of Rancho Murieta in eastern Sacramento County. Rancho Murieta is a 3,500-acre community located in the Sierra Nevada foothills. The growing community includes gated custom home areas, single-family home subdivisions, mobile home park, and a premier 18-hole golf course. Residents include retirees, active seniors, and working families. Sacramento County is presently in discussions with Caltrans to consider the relinquishment of this SR 16 segment. Relinquishment of this segment is expected to be in approximately three to seven years as this segment area of the county is developed.

Transportation Concept Report Summary

Table 1 – Concept Summary

Segment No. Location	County	Post Kilometer	Post Mile	Level of Service			Existing Facility*	20-Year Concept Facility*	Improvements Toward Concept Facility	Ultimate Facility
				2003	2023 No Build	Concept				
1 SR 20 to Colusa /Yolo County line	Yolo	0.000/ 11.864	0.000/ 7.260	C	C	D	2C	2C	• Pave turnouts	2C
2 Colusa/ Yolo County line to Mossy Creek Bridge	Yolo	0.000/ 28.973	0.000/ 18.003	C	C	C	2C	2C	• Pave turnouts • Widen shoulders where feasible	2C
3 Mossy Creek Bridge to CR 85B	Yolo	28.973/ 42.438	18.003/ 26.370	D	E	D	2C	2C	• Safety and traffic calming projects • Add passing lanes where feasible	2C
4 CR 85B to CR 21A	Yolo	42.438/ 45.496	26.370/ 28.270	E	E	D	2C	2C	• Safety and traffic calming projects • Incorporate traffic calming measures in Esparto • Provide a Class II bike facility	2C
5 CR 21A to I-505 N/B Off Ramp	Yolo	45.496/ 52.078	28.270/ 32.360	E	E	D	2C	2C	• Incorporate a changeable message sign • Safety improvement project • Install signalization at SR 16/I-505 junction • Signal and turn at SR 16/County Road 89 (Madison) • Provide a Class II bike facility	2C
6 I-505 N/B Off Ramp to I-5	Yolo	52.078/ 69.878	32.360/ 43.420	D	D	D	2C	2C	• A left turn pocket at SR 16/ CR 93 (PM 32.2/35.4) • Provide a Class II bike facility	2C

* Facility Types: 2C = 2-Lane Conventional Highway; 4C = 4-Lane Conventional Highway

Transportation Concept Report Summary

Table 1 – Concept Summary (continued)

Segment No. Location	*County*	*Post Kilometer*	*Post Mile*	*Level of Service*			*Existing Facility**	*20-Year Concept Facility**	*Improvements Toward Concept Facility*	*Ultimate Facility*
				2003	*2023 No Build*	*Concept*				
7 SR 16/U.S. 50 jct to Florin-Perkins jct	Sac	0.000/ 1.876	0.000/ 3.02	F	F	F (14)+	4C	4C	• Provide an alternate east-west parallel route such as Kiefer Blvd • Provide an overcrossing or underpass at the SacRT light rail tracks • Realign as a 4-lane highway from Power Inn Rd. along 14th Ave. to So. Watt Ave • Relinquish this segment in 3-7 years	6C
8 Florin-Perkins jct to East of Sunrise Blvd	Sac	1.876/ 7.127	3.02/ 11.47	E	E	E	2C	2C	• Provide an alternate east-west parallel route such as Kiefer Blvd • Widen to 4 lanes from So. Watt Ave. to Excelsior Rd. and add a continuous left turn lane • Add an overcossing and ramps at the Sunrise Blvd. Intersection • Relinquish this segment in 3-7 years	4C
9 East of Sunrise Blvd to Latrobe Road	Sac	7.127/ 10.445	11.47/ 16.81	E	E	E	2C	2C	• Provide an alternate east-west parallel route such as Kiefer Blvd. • Incorporate a changeable message sign • Provide signage to alert motorists of passenger loading/unloading at elementary school • Widen shoulders where feasible. • Relinquish this segment in 3-7 years	4C
10 Latrobe Rd to Sacramento/ Amador County line	Sac	10.445/ 14.266	16.81/ 22.96	E	E	E	2C	2C	• Improve signage and traffic signaling at Rancho Murieta's two major intersections to provide for golf cart crossings • Widen shoulders where feasible. • Relinquish this segment in 3-7 years	4C

*Facility Types: 2C = 2-Lane Conventional Highway; 4C = 4-Lane Conventional Highway
+Level of Service F with delay factor = LOS F (minutes of delay)

District 3 - Transportation Concept Report Fact Sheet

Route Information	
Route:	16
County:	Colusa
Segment Number:	1

Segment Boundaries			
KP Start	0.000	**PM Start**	0.000
KP End	11.684	**PM End**	7.260
Distance [km]	11.684	**Distance [mi]:**	7.260

Segment Description

SR 20/16 junction to Colusa/Yolo County line

Concept Summary

Existing Facility:

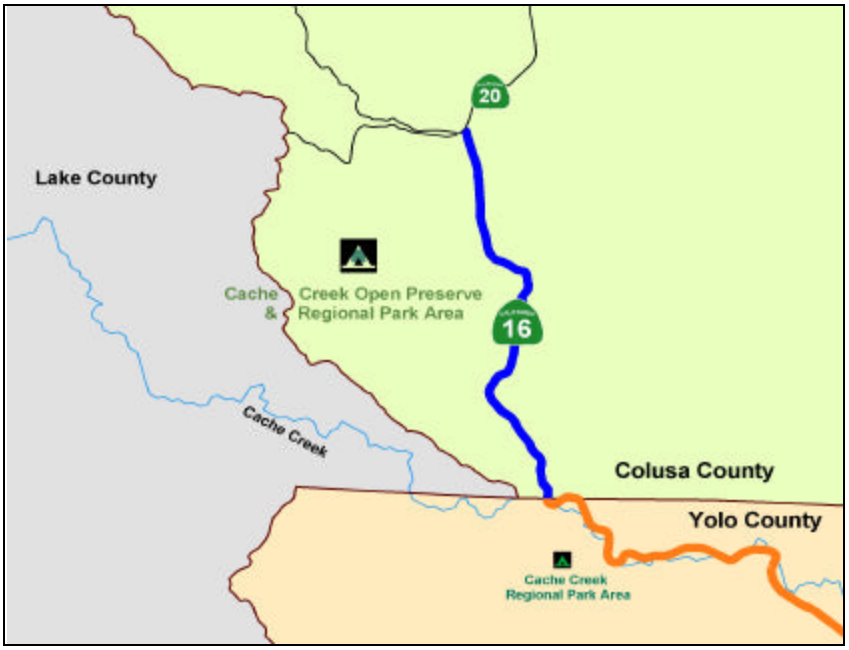
2-Lane Conventional

Concept Facility:

2-Lane Conventional

Ultimate Facility:

2-Lane Conventional



Level of Service (LOS)

Existing LOS:	C
20 yr. LOS - No Build	C
20 yr. Concept LOS:	D

County General Plan:	Colusa
General Plan Year:	1989
General Plan LOS Standard:	D

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Pave turnouts where feasible.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 1 is a 2-lane conventional highway from the State Route (SR) 20/16 junction to the Colusa/Yolo County line. This portion of SR 16 passes through the open preserve area of Cache Creek Regional Park. For about a mile, the highway is bordered by Cache Creek on the west and canyon walls on the east. For most travelers within this segment Colusa, Lake, and Yolo Counties are the primary destinations. Recreational travelers also have access to campgrounds, hiking trails, boating, biking, and rafting from this segment of SR 16.

The canyon walls are subject to rock and mud slides during heavy winter rains. The rock and

mudslides create traffic hazards by occasionally blocking the highway. A road closure gate is located in Yolo County at approximately PM 6.0. This gate prohibits traffic from entering this segment when major rock and mudslides occur.

Terrain constraints limit the highway width, lanes vary from 10-12 feet. The steep grade areas on this winding highway create limited site distances and very few passing opportunities. Shoulder widths vary from 0-9 feet. The terrain also restricts any substantial widening on this segment, but various turnouts are provided. It is recommended that the unpaved turnouts be paved during pavement rehabilitation.

This segment of SR 16 is also used for the Double Century Bike Race. This annual bike race is held on the third Saturday in May. According to the Davis Bike Club, no significant conflicts occur between bicyclists and motorists during the race. This event draws over 1500 participants from all over the state to ride the famous 200-mile course. Participants travel on this segment of SR 16 to the south of Capay (in segment 4), and then continue on county roads. For more information contact the Davis Bike Club at (530) 756-3540.

LAND USE

According to the 1989 Colusa County General Plan, this segment of SR 16 is preserved for open space and recreation. The California Department of Forestry fire station is located near the SR 20/SR 16 junction.

Within this segment various recreational activities such as camping, hiking, and rafting are available. Cache Creek Regional Park provides campgrounds and many hiking trails. Three commercial rafting companies offer one and two day rafting trips from mid-May through the summer months along the lower stretches of Cache Creek along SR 16. For more information, contact the Cache Creek Canyon Regional Park at (530) 666-8115.

MODAL OPTIONS

Colusa County Transit:
Colusa County Transit does not serve this area. For more information call (916) 458-0287.

Bicycle Transportation:
A Class III bicycle facility is provided on this segment.

RIGHT OF WAY

Existing right of way varies from a minimum of 100 feet (PM 5.49 and 6.62) to a maximum of 190 feet (PM 6.62). The average right of way width is 134 feet.

Functional Classification Information

Functional Classification:	**Minor Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Non Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	1.52	5.00
Avg. Median Width:	0.00	0.00

General Comments:

Terrain constraints create lane widths from 10 feet to 12 feet. As the roadway gets closer to the Colusa/Yolo County line shoulder widths vary from 0 feet to 9 feet

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

NO PROJECTS PROGRAMMED

Traffic Data

Peak Period Direct Split:	65%
% Traffic Growth Per Year:	1%

Land-Use Data

Land Use Zone:	Open Space
Terrain:	Rolling foothills
Future-20yr. Land Use:	Open Space

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2003	707	141	0.08	C	
2013	742	148	0.08	C	
2023	777	155	0.08	C	

Collision Rates

Total Collision Rate 0.801

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 0.795

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Note: Represents collision data from July 1999 to June 2003

Truck Volumes

	Daily Truck Volumes
3 Axle	9
4 Axle	9
5+ Axle	37
Total:	55

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	11.8%	1.3%
4 Axle	11.8%	1.3%
5+ Axle	47.1%	5.2%
Total:	70.6%	7.8%

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Attainment/1 hr. std. not applicable

Local and Regional Planning Agencies

RTPA/MPO

Colusa County Transportation Commission
1215 Market St.
Colusa, CA 95932
(530) 458-5186

Air Quality District

Colusa County Air Pollution Control District
100 Sunrise Blvd., #F
Colusa, CA 95932-3246
(530) 458-0590

County Planning Department

County of Colusa
Colusa County Department of Planning and Building
220 12th Street
Colusa, CA 95932
(916) 458-0480

Congestion Management Agency

No CMA in County

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information	
Route:	16
County:	Yolo
Segment Number:	2

Segment Boundaries			
KP Start	0.000	**PM Start**	0.000
KP End	28.973	**PM End**	18.003
Distance [km]	28.973	**Distance [mi]:**	18.003

Segment Description

Colusa/Yolo County Line to Mossy Creek Bridge

Concept Summary

Existing Facility:

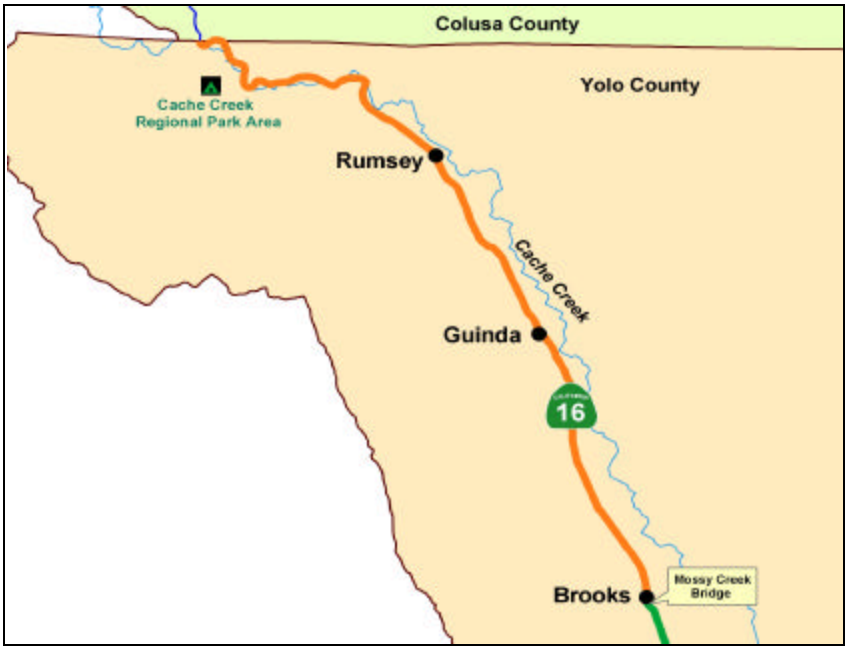
2-Lane Conventional

Concept Facility:

2-Lane Conventional

Ultimate Facility:

2-Lane Conventional



Level of Service (LOS)

Existing LOS:	C
20 yr. LOS - No Build	C
20 yr. Concept LOS:	D

County General Plan:	Yolo
General Plan Year:	1983
General Plan LOS Standard:	C

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Rumsey		
-Unincorporated - Refer to county general plan for LOS standard		
Guinda		
-Unincorporated - Refer to county general plan for LOS standard		

TRANSPORTATION CONCEPT IMPROVEMENTS

Pave turnouts.

Widen shoulders where feasible.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 2 is a 2-lane conventional highway from the Yolo/Colusa County line to Mossy Creek Bridge. The first 6 miles of this segment passes through the Cache Creek Regional Park area with Cache Creek on the west and canyon walls on the east. The canyon walls are subject to rock and mud slides during heavy winter rains. The rock and mudslides create traffic hazards by

occasionally blocking the highway. A road closure gate is located in Yolo County at approximately PM 6.0. This gate prohibits traffic from entering this segment when major rock and mudslides occur.

Terrain constraints limit the lane width, which varies from 11-12 feet. The steep grade areas on this winding highway create limited site distance and very few passing opportunities. Shoulder widths vary from 0-6 feet. The terrain restricts any substantial widening on this segment, but various turnouts are provided. It is recommended that the unpaved turnouts be paved during pavement rehabilitation.

Yolo County Parks and Resource Management is studying possible locations for turnouts from the Yolo/Colusa line County to the community of Brooks (in segment 3). These pullouts, which are not yet defined, will give travelers a comfortable resting spot, and provide them with informational kiosks about the history and recreational opportunities of the Capay Valley.

As SR 16 passes through the Capay Valley, traffic becomes congested when slow moving farm equipment or vehicles impede traffic flow. To mitigate the congestion, it is recommended that unpaved turnouts be paved during pavement resurfacing, and where feasible, shoulders widened to current design standards (8 feet).

The Annual Capay Valley Almond Festival is held in the communities of Rumsey, Brooks, Guinda, Capay, Esparto, and Madison. This festival, a seasonal traffic generator, is traditionally held on the last Sunday of every February. The festival draws over 10,000 to 15,000 visitors to Capay Valley. The event is hosted by the Esparto District Chamber of Commerce, for additional information call (530) 787-3242.

This segment of SR 16 is also used for the Double Century Bike Race. This annual bike race is held on the third Saturday in May. According to the Davis Bike Club, no significant conflicts occur between bicyclists and motorists during the race. This event draws over 1500 participants from all over the state to ride the famous 200-mile course. Participants travel on this segment of SR 16 to the south of Capay (in segment 4), and then continue on the county roads. The Davis Bike Club hosts this event. For more information contact the Davis Bike Club at (530) 756-3540.

LAND USE

This segment of SR 16 passes through open space, agricultural zones, and low density residential areas in the unincorporated towns of Rumsey (PM 6.36) and Guinda (PM 11.9) which have a total population of 165 residents.

Cache Creek Canyon Regional Park is located along Highway 16 approximately 6 miles north of the town of Rumsey. This 700+ acre park consists of 3 developed areas: Upper, Middle and Lower sites, acres of undeveloped land across the creek. This park provides access to 54,000 acres of federal Bureau of Land Management property, including the Blue Ridge Trail. Recreational activities such as camping, hiking, boating, fishing, biking, horseback riding, tubing, and rafting are enjoyed in the spring and summer months. Three commercial rafting companies offer one and two day rafting from mid-May through the summer months along the lower stretches of Cache Creek along SR 16. For more information, contact the Cache Creek Canyon Regional Park at (530) 666-8115.

According to the 1983 Yolo County General Plan, SR 16 through the Capay Valley is designated as a local scenic highway and an eligible State scenic highway (PM 0.0-25.3). As a local scenic highway various local regulations apply. The status of a state scenic highway changes from

eligible to officially designated when the local jurisdiction adopts a scenic corridor protection program.

MODAL OPTIONS

Yolobus:
The Yolo County Transportation District administers Yolobus, which operates local and inter-city bus service daily in Yolo County and neighboring areas. Presently, Yolobus provides public transit to Madison, Esparto, Capay, and Cache Creek Casino. For more information contact 1-800-371-BUSS (2877), or go online at www.yolobus.com.

Bicycle Transportation:
A Class III bicycle facility is provided on this segment.

RIGHT OF WAY

Existing right of way widths vary from a minimum of 60 feet (PM 9.4) to a maximum of 260 feet (PM 5.2). The average right of way width is 145 feet.

Functional Classification Information

Functional Classification:	**Minor Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Non Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	1.83	6.00
Avg. Median Width:	0.00	0.00

General Comments:

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

2002 SHOPP	Increase drainage capacity in and near Rumsey and Guinda at various locations.$2.6M (2006)

Traffic Data

Peak Period Direct Split:	63%
% Traffic Growth Per Year:	3%

Land-Use Data

Land Use Zone:	Open Space and Agriculture
Terrain:	Rolling foothills
Future-20yr. Land Use:	Open Space and Agriculture

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2003	2,122	261	0.09	C	
2013	2,740	301	0.11	C	
2023	3,358	369	0.13	C	

Collision Rates

Total Collision Rate 0.835

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 0.986

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Note: Represents collision data from July 1999 to June 2003

Truck Volumes

	Daily Truck Volumes
3 Axle	20
4 Axle	20
5+ Axle	138
Total:	177

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	7.1%	0.9%
4 Axle	7.1%	0.9%
5+ Axle	50.0%	6.5%
Total:	64.3%	8.4%

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Severe

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Yolo-Solano Air Quality Management District
1947 Galileo Ct., Ste. 103
Davis, CA 95616-4882
(530) 757-3650

County Planning Department

County of Yolo
Yolo County Public Works Department
292 West Beamer Street
Woodland, CA 95695
(530) 666-8020

Congestion Management Agency

Yolo County Transportation District
350 Industrial Way
Woodland, CA 95776
(530) 661-0816

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information	
Route:	16
County:	Yolo
Segment Number:	3

Segment Boundaries			
KP Start	28.973	**PM Start**	18.003
KP End	42.438	**PM End**	26.370
Distance [km]	13.465	**Distance [mi]:**	8.367

Segment Description

Mossy Creek Bridge to County Road 85B junction

Concept Summary

Existing Facility:

2-Lane Conventional

Concept Facility:

2-Lane Conventional

Ultimate Facility:

2-Lane Conventional

Level of Service (LOS)

Existing LOS:	D
20 yr. LOS - No Build	E
20 yr. Concept LOS:	D

County General Plan:	Yolo
General Plan Year:	1983
General Plan LOS Standard:	C

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Capay		
-Unincorporated - Refer to county general plan for LOS standard		
Brooks		
-Unincorporated - Refer to county general plan for LOS standard		

TRANSPORTATION CONCEPT IMPROVEMENTS

Implement safety improvement and traffic calming projects.

Add passing lanes where feasible (preferred location between PM 22.5 and PM 23.5, near Taber's corner).

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 3 is a 2-lane conventional highway from the Mossy Creek Bridge to County Road 85B. This segment passes through the Capay Valley and the community of Capay and passes the Cache Creek Casino facility.

Over the past three years, Caltrans has implemented various safety improvements such as a tree removal at SR 16/CR 85B, posting speed limit signs, no-passing lanes, and a daylight headlight section, to improve sight distance. In addition, Caltrans also installed a raised thermoplastic centerline stripe which acts like a rumble strip through the community of Capay. In the summer of 2004, the Superelevation Improvement Project replaced roadway cross slopes (superelevation), culverts, and installed a guardrail near the community of Capay to provide a smoother traffic flow.

Caltrans has also initiated additional projects to improve traffic conditions along this segment such as the Safety Improvement Project, the Traffic Calming Project, and the Superelevation Improvement and Guardrail Project.

The Caltrans Safety Improvement Project, as detailed in its Project Study Report (PSR), proposes improving SR 16 between the community of Brooks and I-505 (PM 19.0- 32.36). This project will include 8-foot standard shoulders within a 20-foot clear recovery zone, left-turn pockets and right-turn pockets at various public roads, and curve improvements at several locations for improved sight distance. The estimated project construction date is scheduled for calendar year 2008.

The Caltrans Traffic Calming Project will help reduce traffic speeds, raise pedestrian visibility, and improve bicycle and pedestrian access within the communities of Capay and Esparto. A Project Report (PR) was completed in 2004.

In 2003, Yolo County studied the concept of a bypass and published their findings in the 2003 Yolo County Bypass Feasibility Study. The study provides seven bypass alternatives with cost estimates. The bypass alternatives would divert traffic around the communities of Madison, Esparto, and Capay from I-505 to a logical point on SR 16 west of Capay. There are no funds or planned studies for a bypass at this time, although, according to the 2004 Capay Valley Vision Plan, the community would like further consideration of this option.

At PM 19.50 is the Cache Creek Indian Bingo & Casino complex, which encompasses approximately 113,000 square-feet of tribal trust land within the Capay Valley. The Cache Creek Indian Bingo & Casino Expansion Project includes increased parking capacity, a hotel and golf course, new servicing facilities, and include service and access roads to all facilities. The casino expansion portion of the project was completed in April 2004.

The Rumsey Rancheria Band of Yocha-De-He Wintun Indian Tribe, which owns the casino complex, has proposed access improvements that include new and reconfigured driveways, traffic signals, acceleration and deceleration lanes, and turn pockets located within SR 16. This facility has been and will continue to be a major traffic generator in the Capay Valley. Caltrans is working with the tribe to examine possible operational improvements.

The Annual Capay Valley Almond Festival is held in the communities of Rumsey, Brooks, Capay, Esparto, and Madison. This festival, a seasonal traffic generator, is traditionally held on the last Sunday of every February. The festival draws over 10,000 to 15,000 visitors to Capay Valley. The event is hosted by the Esparto District Chamber of Commerce, for additional information call (530) 787-3242.

This segment of SR 16 is also used for the Double Century Bike Race. This annual bike race is held on the third Saturday in May. According to the Davis Bike Club, no significant conflicts occur between bicyclists and motorists during the race. This event draws over 1500 participants

from all over the state to ride the famous 200-mile course. Participants travel on this segment of SR 16 to the south of Capay (in segment 4), and then continue on the county roads. The Davis Bike Club hosts this event. For more information contact the Davis Bike Club at (530) 756-3540.

LAND USE

The geography within this segment is rolling hills and flat farmlands. Throughout the Capay Valley hills are several large cattle and sheep ranches. The flat terrain is used primarily for agriculture and low-density housing. Capay Valley farmers produce tomatoes, corn, sugar beets, almonds, walnuts, fruits, and various grains. Organic produce is also cultivated within this portion of Yolo County.

The communities of Brooks and Capay are unincorporated communities. Brooks has a population of 382 residents and Capay 271 residents.

The Capay Valley is the ancestral home of the Rumsey Rancheria Band of Yocha-De-He Wintun Indian Tribe. West of SR 16 and near the town of Brooks is the Rumsey Rancheria tribal trust land. The existing facilities include the Wintun housing development, community center, service facilities and the Cache Creek Indian Bingo and Casino gaming facility. Since 1985, the Tribe has operated the Cache Creek Indian Bingo and Casino gaming facility.

According to the 1983 Yolo County General Plan, SR 16 through the Capay Valley is designated as a local scenic highway and an eligible State scenic highway (PM 0.0-25.3). As a local scenic highway various local regulations apply. The status of a state scenic highway changes from eligible to officially designated when the local jurisdiction adopts a scenic corridor protection program.

MODAL OPTIONS

Yolobus:
The Yolo County Transportation District administers Yolobus, which operates local and inter-city bus service daily in Yolo County and neighboring areas. Presently, Yolobus provides public transit to Madison, Esparto, Capay, and Cache Creek Casino. For more information contact 1-800-371-BUSS (2877), or go online at www.yolobus.com

Cache Creek Bingo Bus:
Presently, Cache Creek Casino provides a bingo shuttle service to Sacramento and the San Francisco Bay Area. The schedule and locations vary monthly and riders are accepted on a first come first serve basis. For more information contact 1-800-452-8181.

Bicycle Transportation:
A Class III bicycle facility is provided on this segment.

RIGHT OF WAY

Existing right of way width varies from a minimum of 50 feet (PM 25.16) to a maximum of 120 feet (PM 22.5). The average right of way width is 95 feet.

Functional Classification Information

Functional Classification:	**Minor Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Eligible**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Non Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	1.83	6.00
Avg. Median Width:	0.00	0.00

General Comments:

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

2004 SHOPP	Major Safety Improvement Project will include 8 foot standard shoulders within a 20 foot clear recovery zone, left-turn pockets and right-turn pockets at various public roads, and curve improvements at several locations for improved sight distance. (I-505 to the town of Brooks excluding the towns of Esparto and Capay) $50+M (2009)
2002 STIP	Perform traffic studies including traffic calming, pedestrian facilities, and infrastructure in Esparto and Capay. Project Report and Environmental Phase. $200,000 funded. (Total Project cost is $10 M and the design and construction portion is unfunded)

Traffic Data

Peak Period Direct Split:	69%
% Traffic Growth Per Year:	2%

Land-Use Data

Land Use Zone:	Agriculture and low density residential
Terrain:	Flat
Future-20yr. Land Use:	Agriculture and low density residential

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2003	11,130	1,004	0.35	D	
2013	12,022	1,084	0.38	E	
2023	13,013	1,174	0.41	E	

Collision Rates

Total Collision Rate 1.777

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 1.522

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Note: Represents collision data from July 1999 to June 2003

Truck Volumes

	Daily Truck Volumes
3 Axle	87
4 Axle	58
5+ Axle	868
Total:	1,013

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	6.0%	0.8%
4 Axle	4.0%	0.5%
5+ Axle	60.0%	7.8%
Total:	70.0%	9.1%

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Severe

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Yolo-Solano Air Quality Management District
1947 Galileo Ct., Ste. 103
Davis, CA 95616-4882
(530) 757-3650

County Planning Department

County of Yolo
Yolo County Public Works Department
292 West Beamer Street
Woodland, CA 95695
(530) 666-8020

Congestion Management Agency

Yolo County Transportation District
350 Industrial Way
Woodland, CA 95776
(530) 661-0816

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information	
Route:	16
County:	Yolo
Segment Number:	4

Segment Boundaries			
KP Start	42.438	**PM Start**	26.370
KP End	45.496	**PM End**	28.270
Distance [km]	3.058	**Distance [mi]:**	1.900

Segment Description

County Road 85B Jct. to County Road 21A

Concept Summary

Existing Facility:

2-Lane Conventional

Concept Facility:

2-Lane Conventional

Ultimate Facility:

2-Lane Conventional

Level of Service (LOS)

Existing LOS:	E
20 yr. LOS - No Build	E
20 yr. Concept LOS:	D

County General Plan:	Yolo
General Plan Year:	1983
General Plan LOS Standard:	C

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Esparto		
-Unincorporated - Refer to county general plan for LOS standard		

TRANSPORTATION CONCEPT IMPROVEMENTS

Incorporate traffic calming measures in the community of Esparto.

Implement Safety Improvement Projects.

Install signs to warn motorists of upcoming school zone.

Provide a Class II bike facility.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 4 is a 2-lane conventional highway that begins at County Road 85B, continues through the community of Esparto, and ends at County Road 21A.

Since agriculture is the predominant business within this segment, farm equipment vehicles travel on this segment of SR16 often. Farm equipment operators occasionally use an alternate route to minimize traffic delays on SR 16 through the town of Esparto. The alternate routes, County Road 85B and 21A, allow the farm equipment operators to bypass downtown Esparto.

Caltrans has implemented various pedestrian improvements in downtown Esparto near the school. These improvements include, an international striped crosswalk for better pedestrian visibility, no parking signs at specific cross streets to improve sight distance, and a left turn centerline paint restripe at the SR 16 and Yolo Avenue intersection.

In response to the community requests for improved bicycle and pedestrian access through downtown Esparto, Caltrans is presently studying traffic calming measures on SR16 as it passes through downtown (PM 27.1-28.3). These proposed measures are intended to reduce traffic speeds, raise pedestrian visibility, and accommodate bicycle and pedestrian access. Improvements include a Class II bicycle facility, and various streetscape elements, such as curb extensions, wider sidewalks, street landscapes, pedestrian-scale streetlights, trees, and street furniture. These measures are not be a part of the Caltrans Safety Improvement Project.

The Caltrans Safety Improvement Project Study Report (PSR) for SR 16 between the community of Brooks and I-505 (PM 19.0-32.36) proposes to widen the shoulders to 8-feet with rumble strips and create a clear recovery zone on both sides of the highway. These measures are not part of the traffic calming measures for the communities of Capay and Esparto. This project is designed to reduce road runoffs and rear end collisions. Additional improvements within the post mile limits of this project include left-turn pockets and right-turn pockets at some public roads, curve improvements at several locations, and measures to improve sight distance.

The community is also concerned about the safety near the school on Main Street. It is recommended that signs be installed to warn motorists of upcoming school zone.

The Cache Creek Indian Bingo & Casino complex in segment 3 is owned by the Rumsey Rancheria Band of Yocha-De-He Wintun Indian Tribe. The Cache Creek Casino complex has been and will continue to be a major traffic generator in the Capay Valley. Caltrans is working with the tribe to examine possible operational improvements from the Casino (PM 19.50) to the SR 16/ I-505 junction (PM 32.36).

As in segment 3, the 2003 Yolo County Bypass Feasibility Study encompasses segment 4. The study completed in 2003, provides seven bypass alternatives with cost estimates. The bypass alternatives would divert traffic around the communities of Madison, Esparto, and Capay from I-505 to a logical point on SR 16 west of Capay. There are no funds or planned studies for a bypass at this time, although, according to the 2004 Capay Valley Vision Plan, the community would like further consideration of bypass alternatives.

The Annual Capay Valley Almond Festival is held in the communities of Rumsey, Brooks, Guinda, Capay, Esparto, and Madison. This festival, a seasonal traffic generator, is traditionally held on the last Sunday every February. The festival draws over 10,000 to 15,000 visitors to Capay Valley. The event is hosted by the Esparto District Chamber of Commerce, for additional information call (530) 787-3242.

LAND USE

From County Road 85B to Esparto, the land use is primarily agriculture with low-density

residential housing. Esparto is an unincorporated farming community in Yolo County with a population of 1842 residents. Approximately 500 additional dwellings are planned for from 1996 to 2006 in the surrounding areas in and near Esparto.

SR 16 passes through downtown Esparto as the main street highway. On the west side of SR 16 is a fire station, residential housing, a community center, and commercial businesses. On the east side of SR 16 is a school, library, public park, residential housing, and commercial businesses. Transportation concepts improvements with main street environments should be based on master design concepts. A master design concept will promote efficient planning and design to encourage all transportation modes.

MODAL OPTIONS

Yolobus:
The Yolo County Transportation District administers Yolobus, which operates local and inter-city bus service daily in Yolo County and neighboring areas. Yolobus serves Davis, West Sacramento, Winters, Woodland, downtown Sacramento, Sacramento International Airport, Cache Creek Casino, Esparto, Madison, and Knights Landing. Yolobus also makes connections with other local public transportation systems; Unitrans, Citylink in Davis, and the Sacramento Regional Transit and Light Rail systems in Sacramento. Yolobus also provides bicycle racks on several buses. For more information contact (530) 666-BUSS (2877).

Bicycle Transportation:
A Class III bicycle facility is provided on this segment. The 2002 Yolo County Bicycle Transportation Plan proposes a Class II bicycle facility on SR 16 from Esparto to Woodland.

RIGHT OF WAY

Exisiting right of way width varies from a minimum of 100 feet (PM 27.0) to a maximum of 160 feet (PM 26.6). The average right of way width is 118 feet.

Functional Classification Information

Functional Classification:	**Minor Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Non Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	1.22	4.00
Avg. Median Width:	0.00	0.00

General Comments:

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

2004 SHOPP	Major Safety Improvement Project will include 8 foot standard shoulders within a 20 foot clear recovery zone, left-turn pockets and right-turn pockets at various public roads, and curve improvements at several locations for improved sight distance. (I-505 to the town of Brooks excluding the towns of Esparto and Capay) $50+M (2009)
2002 STIP	Perform traffic studies including traffic calming, pedestrian facilities, and infrastructure in Esparto and Capay. Project Report and Environmental Phase $200,000 funded. (Total Project cost is $10M and the design and construction portion is unfunded)

Traffic Data

Peak Period Direct Split:	68%
% Traffic Growth Per Year:	2%

Land-Use Data

Land Use Zone:	Agriculture, residential, and commercial
Terrain:	Flat
Future-20yr. Land Use:	Agriculture, residential, and commercial

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2003	14,937	1,237	0.43	E	
2013	15,674	1,298	0.45	E	
2023	16,493	1,366	0.48	E	

Collision Rates

Total Collision Rate 2.554

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 2.746

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Note: Represents collision data from July 1999 to June 2003

Truck Volumes

	Daily Truck Volumes
3 Axle	152
4 Axle	102
5+ Axle	1,524
Total:	1,778

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	6.0%	1.0%
4 Axle	4.0%	0.7%
5+ Axle	60.0%	10.2%
Total:	70.0%	11.9%

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Severe

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Yolo-Solano Air Quality Management District
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(530) 757-3650

County Planning Department

County of Yolo
Yolo County Public Works Department
292 West Beamer Street
Woodland, CA 95695
(530) 666-8020

Congestion Management Agency

Yolo County Transportation District
350 Industrial Way
Woodland, CA 95776
(530) 661-0816

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information	
Route:	16
County:	Yolo
Segment Number:	5

Segment Boundaries			
KP Start	45.496	**PM Start**	28.270
KP End	52.078	**PM End**	32.360
Distance [km]	6.582	**Distance [mi]:**	4.090

Segment Description

County Road 21A to I-505 junction northbound off ramp

Concept Summary

Existing Facility:

2-Lane Conventional

Concept Facility:

2-Lane Conventional

Ultimate Facility:

2-Lane Conventional

Level of Service (LOS)

Existing LOS:	E
20 yr. LOS - No Build	E
20 yr. Concept LOS:	D

County General Plan:	Yolo
General Plan Year:	1983
General Plan LOS Standard:	C

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Provide an Intelligent Transportation Systems (ITS) element suach as a Changeable Message Sign (CMS) east of the SR 16/I-505 junction.

Add passing lanes where feasible (preferred location between PM 28.5 and PM 30 near County Road 21A).

Install traffic signal at the SR 16/ I-505 northbound offramp.

Install signal and left turn lane at SR 16/County Road 89 (Madison).

Implement Safety Improvement Project.

Provide a Class II bike facility.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 5 is a 2-lane conventional highway beginning at County Road 21A and ending at the SR/16/I-505 junction.

High volumes of truck traffic travel through this segment during the peak agricultural season from April to October. Trucks also travel on this segment of SR 16 to connect to county roads and freeways.

Within this segment area is the last portion of the Safety Improvement Project. The project limits, as found in the Project Study Report (PSR), start at Brooks and end at I-505 (PM 19.0-32.36) excluding the communities of Capay and Esparto. The project proposes to widen the shoulders to 8-feet with rumble strips and create a clear recovery zone on both sides of the highway. This project is designed to reduce road runoffs and rear end collisions. Additional improvements within the postmile limits of this project include left-turn pockets and right-turn pockets at some public roads, curve improvements at several locations, and other measures to improve sight distance. The estimated construction date is scheduled for calendar year 2008.

As in segments 3 and 4, segment 5 is within the limits of the 2003 Yolo County Bypass Feasibility Study. This study provides seven bypass alternatives with cost estimates. The bypass alternatives wouldl divert traffic around the communities of Madison, Esparto, and Capay from I-505 to a logical point on SR 16 west of Capay. There are no funds or planned studies for a bypass at this time, although, according to the 2004 Capay Valley Vision Plan, the community would like further consideration of bypass alternatives.

The Cache Creek Indian Bingo & Casino complex, see segment 3, is owned by the Rumsey Rancheria Band of Yocha-De-He Wintun Indian Tribe. The Cache Creek Casino complex has been and will continue to be a major traffic growth generator in the Capay Valley. Caltrans is working with the tribe to examine possible operational improvements from the Casino (PM 19.50) to the SR 16/ I-505 junction (PM 32.36). These improvements include a traffic signal at the SR16/I-505 northbound offramp and signal and turn lanes at SR 16 and county road 89 near Madison. The signal also includes turn lanes into the Madison Migrant center.

There is limited stopping and sight distance traveling northbound on I-505 as vehicles approach the SR 16/I-505 interchange. Limited sight distance also exists when vehicles are entering SR 16 from either the northbound and southbound I-505 off-ramps. Presently, there is only a stop sign at this intersection. Caltrans is working with the Tribe to provide oversight for the installation of a traffic signal at the SR 16/ I-505 northbound offramp. It is recommended that a warning device be installed to alert drivers that a traffic signal is coming up ahead.

Caltrans plans to install a changeable message sign (CMS) approximately 1.5 miles east of the SR 16/I-505 interchange on SR 16 (PM 30.70). A CMS will provide motorists with real time traveler information such as traffic incidents and weather conditions. It is recommended that a CMS be installed on northbound and southbound on I-505 prior to the SR 16/I-505 interchange. The I-505 CMS installation sites are subject to traffic engineering guidelines.

The Annual Capay Valley Almond Festival is held in the communities of Rumsey, Brooks, Guinda, Capay, Esparto, and Madison. This festival, a seasonal traffic generator, is traditionally held on the last Sunday every February. The festival draws over 10,000 to 15,000 visitors to Capay Valley. The event is hosted by the Esparto District Chamber of Commerce, for additional

information call (530) 787-3242.

LAND USE

Land use on this segment is primarily agriculture with residential housing. This segment passes through the community of Madison, which has a population of 845 residents. The Madison migrant camp has 90 housing units and is adjacent to SR 16 at PM 31.34. Seasonal fluctuations in operations occur during the months of April to October when 388 residents occupy the center.

MODAL OPTIONS

Yolobus
The Yolo County Transportation District administers Yolobus, which operates local and inter-city bus service daily in Yolo County and neighboring areas. Yolobus serves Davis, West Sacramento, Winters, Woodland, downtown Sacramento, Sacramento International Airport, Cache Creek Casino, Esparto, Madison, and Knights Landing. Yolobus also makes connections with other local public transportation systems; Unitrans, Citylink in Davis, and the Sacramento Regional Transit and Light Rail systems in Sacramento. Yolobus also provides bicycle racks on several buses. For contact information call (530) 666-BUSS (2877).

Park and Ride
Presently, the Tribe, Yolo County, and the Yolo County Transit District are working together to find an adequate area for a future park and ride lot to facilitate transit use and ridesharing. Park and ride lot locations are uncertain at this time, but the general vicinity would probably be near the SR 16/I-505 junction.

Bicycle Transportation:
A Class III bicycle facility is provided on this segment. The 2002 Yolo County Bicycle Transportation Plan proposes a Class II bicycle facility on SR 16 from Esparto to Woodland.

Watts-Woodland Airport:
The privately-owned Watts-Woodland Airport is located north of SR 16 and 5 miles west of the City of Woodland. This airport handles general aviation, cargo, and executive aircraft on its 3,200-foot lighted runway. For contact information contact (530) 662-9631.

RIGHT OF WAY

Exisiting right of way varies from a minimum width of 60 feet (PM 28.6) to a maximum width of 90 feet (PM 28.5) . The average right of way width is 73 feet.

Functional Classification Information

Functional Classification:	**Minor Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**Non National Truck System**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Non Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	2.44	8.00
Avg. Median Width:	0.00	0.00

General Comments:

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

2004 SHOPP

Major Safety Improvement Project will include 8 foot standard shoulders within a 20 foot clear recovery zone, left-turn pockets and right-turn pockets at various public roads, and curve improvements at several locations for improved sight distance. (I-505 to the town of Brooks excluding the towns of Esparto and Capay) $50+M (2009)

Traffic Data

Peak Period Direct Split:	68%
% Traffic Growth Per Year:	2%

Land-Use Data

Land Use Zone:	Agriculture and low density residential
Terrain:	Flat
Future-20yr. Land Use:	Agriculture and low density residential

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2003	22,282	1,845	0.65	E	
2013	24,013	1,988	0.70	E	
2023	25,937	2,148	0.08	E	

Collision Rates

Total Collision Rate 2.094

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 2.413

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Note: Represents collision data from July 1999 to June 2003

Truck Volumes

	Daily Truck Volumes
3 Axle	1,816
4 Axle	1,250
5+ Axle	9,084
Total:	12,150

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	10.2%	8.2%
4 Axle	7.0%	5.6%
5+ Axle	51.0%	40.8%
Total:	68.2%	54.5%

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Severe

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Yolo-Solano Air Quality Management District
1947 Galileo Ct., Ste. 103
Davis, CA 95616-4882
(530) 757-3650

County Planning Department

County of Yolo
Yolo County Public Works Department
292 West Beamer Street
Woodland, CA 95695
(530) 666-8020

Congestion Management Agency

Yolo County Transportation District
350 Industrial Way
Woodland, CA 95776
(530) 661-0816

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information	
Route:	16
County:	Yolo
Segment Number:	6

Segment Boundaries			
KP Start	52.078	**PM Start**	32.360
KP End	69.878	**PM End**	43.420
Distance [km]	17.799	**Distance [mi]:**	11.060

Segment Description

SR 16/I-505 junction to SR 16/I-5 junction (break in route)

Concept Summary

Existing Facility:

2-Lane Conventional

Concept Facility:

2-Lane Conventional

Ultimate Facility:

2-Lane Conventional

Level of Service (LOS)

Existing LOS:	D
20 yr. LOS - No Build	D
20 yr. Concept LOS:	D

County General Plan:	Yolo
General Plan Year:	1983
General Plan LOS Standard:	C

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

A left turn pocket at SR 16/ CR 93 (PM 32.2/35.4).

Provide a Class II bike facility.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 6 is a 2-lane conventional highway from the SR 16/I-505 junction to the SR16/I-5 junction. This segment is a major truck route for connecting I-505, Woodland, and I-5.

A left turn pocket at SR 16/ CR 93 (PM 32.2/35.4) is in the early project report phase and is scheduled for construction in 2006.

The Cache Creek Indian Bingo & Casino complex in segment 3 is owned by the Rumsey Rancheria Band of Yocha-De-He Wintun Indian Tribe. The Cache Creek Casino complex has been and will continue to be a major traffic generator in the Capay Valley. Caltrans is working with the tribe to examine possible operational improvements from the Casino (PM 19.50) to the SR 16/ I-505 junction (PM 32.36).

LAND USE

The existing land use in this segment is primarily agriculture with low-residential housing.

The Yolo County Board of Supervisors approved the proposed Wildwings subdivision, a community of 1,000 people located 5 miles west of Woodland and about 3 miles east of Madison. The community will consist of 337 homes, golf course, open space preserve, fire station, bike lanes, and a Yolobus stop adjacent to SR 16. A bus pull-out on SR 16 will reduce traffic conflicts and accommodate transit riders. A portion of this community will have housing lots with on-site aircraft hangers for access to the Watts-Woodland airport. This will be the biggest development in the unincorporated area of Yolo County for the foreseeable future.

MODAL OPTIONS

Yolobus:
The Yolo County Transportation District administers Yolobus, which operates local and inter-city bus service daily in Yolo County and neighboring areas. Yolobus serves Davis, West Sacramento, Winters, Woodland, downtown Sacramento, Sacramento International Airport, Cache Creek Casino, Esparto, Madison, and Knights Landing. Yolobus also makes connections with other local public transportation systems: Unitrans, Citylink in Davis, and the Sacramento Regional Transit and Light Rail systems in Sacramento. Yolobus also provides bicycle racks on several buses. For more information contact (530) 666-BUSS (2877).

Bicycle Transportation:
A Class III bicycle facility is provided on this segment. The 2002 Yolo County Bicycle Transportation Plan proposes a Class II bicycle facility on SR 16 from Esparto to Woodland. A continous Class II bicycle facilty from Esparto to Woodland would provide a continuity.

Watts-Woodland Airport:
The privately-owned Watts-Woodland Airport is located north of SR 16 and 5 miles west of the City of Woodland. This airport handles general aviation, cargo, and executive aircraft on its 3,200-foot lighted runway. For contact information contact (530) 662-9631.

RIGHT OF WAY

Exisiting right of way width varies from a minimum of 50 feet (PM 31.4 and 38.0) to a maximum of 110 feet (PM 39.0). The average right of way width is 90 feet.

Functional Classification Information

Functional Classification:	**Minor Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**National STAA Trucks**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Non Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	2.44	8.00
Avg. Median Width:	0.00	0.00

General Comments:

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

2004 SHOPP (Minor A)	Construct left turn pocket at SR 16/ County Road 93. $700K (2006)

Traffic Data

Peak Period Direct Split:	60%
% Traffic Growth Per Year:	2%

Land-Use Data

Land Use Zone:	Agriculture and residential
Terrain:	Flat
Future-20yr. Land Use:	Agriculture and residential

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2003	8,219	739	0.26	D	
2013	9,831	884	0.31	D	
2023	11,442	1,028	0.36	D	

Collision Rates

Total Collision Rate 1.036

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 1.151

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Note: Represents collision data from July 1999 to June 2003

Truck Volumes

	Daily Truck Volumes
3 Axle	219
4 Axle	175
5+ Axle	701
Total:	1,096

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	13.3%	2.7%
4 Axle	10.7%	2.1%
5+ Axle	42.7%	8.5%
Total:	66.7%	13.3%

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment/Unclassified **PM10:** Unclassified/Attainment **Ozone:** Severe

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Yolo-Solano Air Quality Management District
1947 Galileo Ct., Ste. 103
Davis, CA 95616-4882
(530) 757-3650

County Planning Department

County of Yolo
Yolo County Public Works Department
292 West Beamer Street
Woodland, CA 95695
(530) 666-8020

Congestion Management Agency

Yolo County Transportation District
350 Industrial Way
Woodland, CA 95776
(530) 661-0816

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information	
Route:	16
County:	Sacramento
Segment Number:	7

Segment Boundaries			
KP Start	0.000	**PM Start**	0.000
KP End	4.860	**PM End**	3.020
Distance [km]	4.860	**Distance [mi]:**	3.020

Segment Description

SR 16/U.S. 50 junction to Florin-Perkins Road

Concept Summary

Existing Facility:

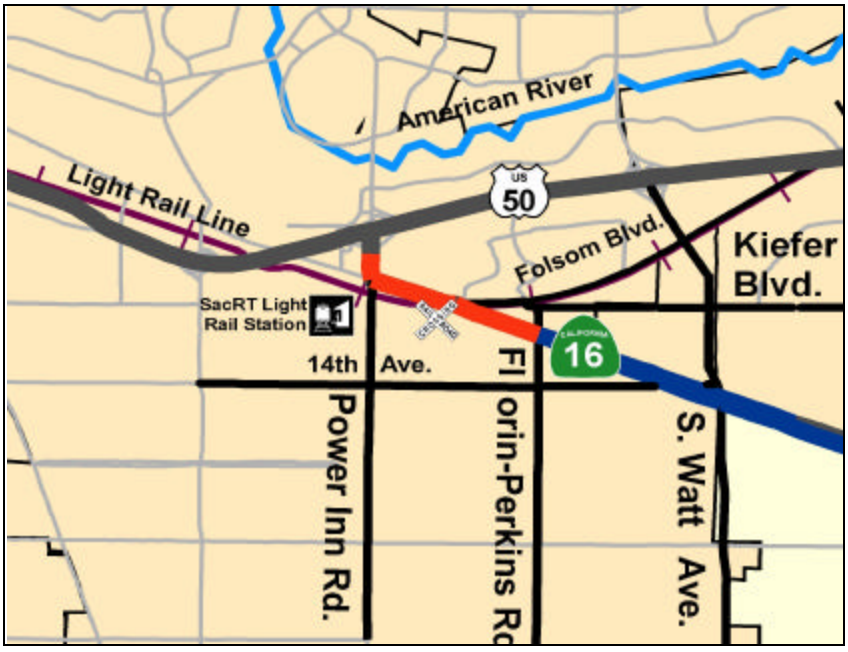
4-Lane Conventional

Concept Facility:

4-Lane Conventional

Ultimate Facility:

6-Lane Conventional



Level of Service (LOS)

Existing LOS:	F
20 yr. LOS - No Build	F
20 yr. Concept LOS:	F

County General Plan:	Sacramento
General Plan Year:	1993
General Plan LOS Standard:	D/E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Sacramento	1993	D/E

TRANSPORTATION CONCEPT IMPROVEMENTS

Provide an alternate east-west parallel route, such as Kiefer Boulevard, within this segment.

Provide a grade separation at the SacRT light rail system tracks (PM 2.540).

Coordinate with the City of Sacramento and SACOG to realign SR 16 as a four-lane conventional highway from Power Inn Road along 14th Avenue to South Watt Avenue.

Relinquish this segment in 3-7 years as this area develops.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 7 is a four-lane conventional highway within the Sacramento city limits.

State Route 16 is heavily congested most of the time along this segment, and is even heavier during morning and evening peak commuting hours. Traffic from US 50, Power Inn Road, and Folsom Boulevard is creating the heavy congestion, and traffic is forecasted to increase 10% annually over the next twenty years. The present "F" level of service equates to a delay of 5 minutes per vehicle/per mile within this segment. The forecasted traffic growth will increase vehicle delays for the foreseeable future, and innovative capacity improvements and extensions to east-west parallel routes should be considered. Also, several light industrial sand and gravel plants along this segment generate additional truck traffic. Many access points along this segment include intersections and commercial/residential driveways, and all of which create impacts to traffic flow.

The Sacramento Regional Transit (SacRT) light rail system crosses through SR 16 near Florin Perkins Road (PM 2.540). Eastbound and westbound traffic backs up when the light rail train is crossing SR 16. Rail crossing arms with flashing signals and bells warn motorists of the passing trains.

The City of Sacramento has future plans (by 2015) to realign SR 16 as a four-lane highway from Power Inn Road along 14th Avenue to South Watt Avenue. This project is the number five priority among the City of Sacramento's major road/street project needs, and will provide needed capacity for long-term regional traffic growth on this segment of SR 16. Areas east into unincorporated Sacramento County will also benefit.

The City of Sacramento's SR 16 realignment project will support economic development by providing improved access to existing and proposed commercial/industrial areas within this segment area. It is unknown at this time what will become of this existing SR 16 segment after the planned realignment project is completed.

The City of Sacramento is presently in discussions with Caltrans to consider the relinquishment of this SR 16 segment within the city limits from PM 0.000 to PM 2.508. Relinquishment of this segment is expected to be in approximately three to seven years as this segment area of the city and county is developed.

Capacity improvements and extensions to alternate east-west parallel routes, such as Kiefer Boulevard within this segment, should be considered to relieve congestion on SR 16.

LAND USE

Land use is mostly urban/rural residential housing and retail businesses. There are also commercial office buildings and complexes, and industrial sand and gravel plants.

MODAL OPTIONS

Sacramento Regional Transit (SacRT):
The (SacRT) light rail [US 50 corridor] line is located within this segment area. The Power Inn light rail station is nearby and also has a park and ride lot with 286 parking spaces and 4 bicycle storage lockers. SacRT bus route number 8 is the connecting bus service for the Power Inn light rail station, and the only bus service within this segment. For more information contact (916) 321-BUSS or go online at www.sacrt.com.

Bicycle Transportation:
A Class III bicycle facility is provided on this segment.

The 2010 Sacramento City/County Bikeway Master Plan (Master Plan) was adopted by Sacramento County in November 1993, and by the City of Sacramento in April 1995. The Master Plan proposes a Class II bicycle facility along this SR 16 segment. Shoulder width is adequate to support a Class II bicycle facility. Future land use within the SR 16 corridor will incorporate smart growth principles, including opportunities for alternative transportation modes such as bicycling.

RIGHT OF WAY

Existing right of way width varies from a minimum of 80 feet (PM 2.60) to a maximum of 130 feet (PM 2.80). The average right of way width is 103 feet.

Functional Classification Information

Functional Classification:	**Principal Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**National STAA Trucks**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 4

	Meters	*Feet*
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	1.22	4.00
Avg. Median Width:	3.35	11.00

General Comments:

This segment is within the Sacramento city limits from PM 0.000 to PM 2.508. Shoulder widths vary from 0 to 4 feet.

Projects Planned (Non-funded)

2002 SACOG MTP	Realign as a 4-lane roadway from Power Inn Road to South Watt Avenue. (2015) $15M

Projects Programmed (Funded)

NO PROJECTS PROGRAMMED

Traffic Data

Peak Period Direct Split:	62%
% Traffic Growth Per Year:	10%

Land-Use Data

Land Use Zone:	Residential/Commerical
Terrain:	Flat to Rolling
Future-20yr. Land Use:	Residential/Commercial

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2003	50,617	5,224	0.66	F	There is a delay of 5 minutes per vehicle/per mile within this segment.
2013	92,973	9,596	1.21	F	There will be a delay of 8 minutes per vehicle/per mile within this segment.
2023	135,329	13,968	2.60	F	There will be a delay of 14 minutes per vehicle/per mile within this segment.

Collision Rates

Total Collision Rate 0.389

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 0.607

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Note: Represents collision data from July 1999 to June 2003

Truck Volumes

	Daily Truck Volumes
3 Axle	1,276
4 Axle	547
5+ Axle	1,312
Total:	3,134

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	28.0%	2.5%
4 Axle	12.0%	1.1%
5+ Axle	28.8%	2.6%
Total:	68.8%	6.2%

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment-Maintenance (CO Protocol Applies) **PM10:** Moderate **Ozone:** Severe

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Sacramento Metro Air Quality Management District
777 12th Street, 3rd floor
Sacramento, CA 958141-908
(916) 874-4800

County Planning Department

County of Sacramento
Sacramento County Planning Department
827 Seventh Street, Rm 101
Sacramento, CA 95814
(916) 874-6141

Congestion Management Agency

Sacramento Transportation Authority
901 F Street, Suite 210
Sacramento, CA 95814-0730
(916) 323-0080

City Planning Department

City of Sacramento
Sacramento City Planning Division
1231 I Street Room 300
Sacramento, CA 95818
(916) 264-5381

District 3 - Transportation Concept Report Fact Sheet

Route Information

Route:	16
County:	Sacramento
Segment Number:	8

Segment Boundaries

KP Start	4.860	**PM Start**	3.020
KP End	18.459	**PM End**	11.470
Distance [km]	13.599	**Distance [mi]:**	8.450

Segment Description

Florin-Perkins Road to East of Sunrise Boulevard

Concept Summary

Existing Facility:

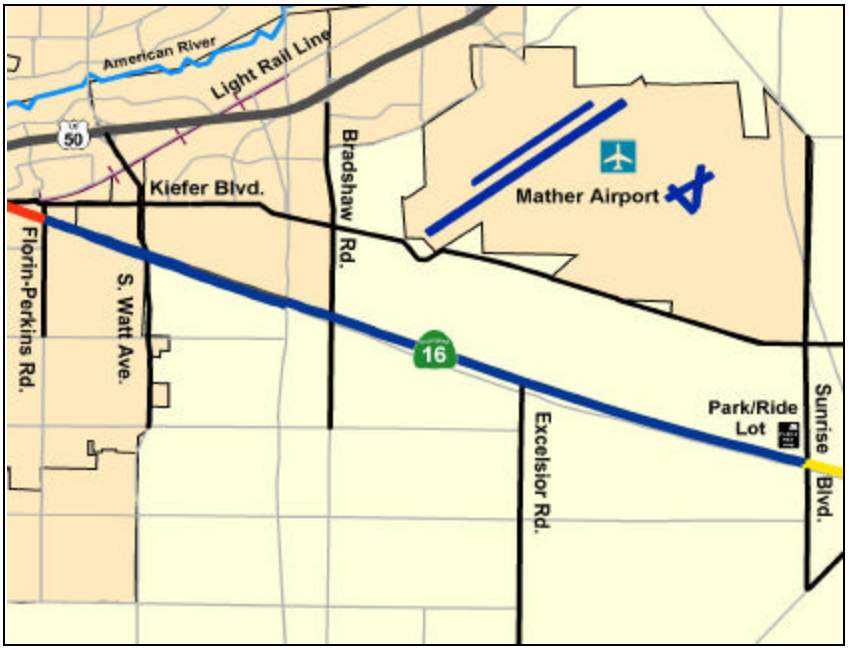
2-Lane Conventional

Concept Facility:

2-Lane Conventional

Ultimate Facility:

4-Lane Conventional



Level of Service (LOS)

Existing LOS:	E
20 yr. LOS - No Build	E
20 yr. Concept LOS:	E

County General Plan:	Sacramento
General Plan Year:	1993
General Plan LOS Standard:	D/E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Sacramento	1993	D/E

TRANSPORTATION CONCEPT IMPROVEMENTS

Provide an alternate east-west parallel route, such as Kiefer Boulevard, within this segment.

Widen from South Watt Avenue to Excelsior Road---from 2 to 4 lanes and add a continuous left turn lane.

Add an interchange (overcrossing and ramps) at the Sunrise Boulevard intersection.

Relinquish this segment in 3-7 years as this area develops.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 8 is a two-lane conventional highway with paved shoulders, and approximately 1.15

miles of this segment is within the Sacramento city limits. This segment of SR 16 is also known as the Jackson Highway.

Traffic is congested along most of this segment, and is heavier during morning and evening peak commuting hours. Traffic is forecasted to increase 4% annually over the next twenty years. Also, several light industrial sand/gravel plants located along this segment generate additional truck traffic. Many access points include local roads, intersections, and residential driveways, and all of which create impacts to traffic flow.

Capacity improvements and extensions to alternate east-west parallel routes, such as Kiefer Boulevard within this segment, should be considered to relieve congestion on SR 16.

The Sacramento Area Council of Governments (SACOG) 2025 Metropolitan Transportation Plan (MTP) proposes to widen SR 16 from South Watt Avenue to Excelsior Road. The highway will be widened from 2 to 4 lanes, and a continuous left turn lane will be added. Also, there are plans to add an interchange (overcrossing and ramps) at the Sunrise Boulevard/SR 16 intersection. Both of these planned projects will help to improve traffic conditions on SR 16.

According to the 1993 Sacramento County General Plan, the county plans to expand SR 16 as a 6-lane thoroughfare from Bradshaw Road to Grant Line Road (PM 6.220 to PM 12.540). Sacramento County also plans to expand SR 16 as a 4-lane arterial from Grant Line Road to the community of Rancho Murieta (PM 12.540 to PM 19.938). Presently, Sacramento County Planning is updating their General Plan including the transportation element. The General Plan is scheduled to be completed in calendar year 2006.

The City of Sacramento and Sacramento County are presently in discussions with Caltrans to consider the relinquishment of this SR 16 segment. Relinquishment of this segment is expected to be in approximately three to seven years as this segment area of the county is developed.

LAND USE

Land use is urban and rural residential housing, and includes industrial sand and gravel plants, retail businesses, commercial office buildings and complexes.

The Mather Master Plan has been completed and approved by the Sacramento County Board of Supervisors to go into the environmental review phase. The master plan will further develop the former Air Force base into a major western regional air cargo center, and includes commercial and residential development within and outside the airport premises.
For more information contact (916) 366-6300, or go online at www.matherfield.com.

On July 1, 2003, Rancho Cordova became an officially incorporated city. The City of Rancho Cordova southern boundaries are SR 16 between Sunrise Boulevard at PM 11.470 and Grant Line Road at PM 12.540. The City of Rancho Cordova is developing a draft general plan scheduled to be completed in approximately late calendar year 2004. The general plan is scheduled to be completed in mid to late calendar year 2005.

MODAL OPTIONS

El Dorado Transit:
There are no specific public transportation services within this segment. El Dorado Transit does provide commuter service within the Rancho Cordova area, but not along SR 16. For more information contact (530) 642-5383 or 1-888-246-BUSS (2877) or go online to

www.eldoradotransit.com

Bicycle Transportation:
A Class III bicycle facility is provided on this segment.

The 2010 Sacramento City/County Bikeway Master Plan (Master Plan) was adopted by Sacramento County in November 1993, and by the City of Sacramento in April 1995. The Master Plan proposes a Class II bicycle facility along this SR 16 segment. The majority of the shoulder width is adequate to support a Class II bicycle facility within this segment. Future land use within the SR 16 corridor will incorporate smart growth principles, including opportunities for alternative transportation modes such as bicycling.

Mather Airport:
A general aviation airport primarily used by commercial air cargo carriers. Private aircraft also utilize the airport. For more information contact (916) 366-6300.

Park and Ride Lot:
At the northwest corner of the SR 16/Sunrise Boulevard intersection (PM 11.474), is a park-and-ride lot, which has 48 parking spaces, lights, and a callbox. The parking area needs to be repaved and restriped.

RIGHT OF WAY

Existing right of way width varies from a minimum of 100 feet (PM 5.70) to a maximum of 240 feet (PM 4.60). The average right of way width is 126 feet.

Functional Classification Information

Functional Classification:	**Principal Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**National STAA Trucks**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	3.66	12.00
Avg. Shoulder Width:	2.44	8.00
Avg. Median Width:	0.00	0.00

General Comments:

Shoulder widths vary from 0 to 8 feet.

Projects Planned (Non-funded)

2025 SACOG MTP	Widen from South Watt Avenue to Excelsior Road--from 2 to 4 lanes and add a continuous left turn lane. (2008) $6M
2025 SACOG MTP	Add an overcrossing and ramps at the Sunrise Boulevard intersection. (2014) $20M

Projects Programmed (Funded)

2004 SHOPP	Install traffic signals at Excelsior Road. (2006) $1.5M

Traffic Data

Peak Period Direct Split:	70%
% Traffic Growth Per Year:	4%

Land-Use Data

Land Use Zone:	Residential/Commercial
Terrain:	Rolling hills
Future-20yr. Land Use:	Residential/Commercial

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2003	11,625	1,179	0.41	E	
2013	15,529	1,575	0.55	E	
2023	19,433	1,971	0.69	E	

Collision Rates

Total Collision Rate 1.676

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 1.594

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Note: Represents collision data from July 1999 to June 2003

Truck Volumes

	Daily Truck Volumes
3 Axle	294
4 Axle	125
5+ Axle	301
Total:	720

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	28.1%	2.5%
4 Axle	11.9%	1.1%
5+ Axle	28.8%	2.6%
Total:	68.8%	6.2%

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment-Maintenance (CO Protocol Applies)

PM10: Moderate

Ozone: Severe

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Sacramento Metro Air Quality Management District
777 12th Street, 3rd floor
Sacramento, CA 958141-908
(916) 874-4800

County Planning Department

County of Sacramento
Sacramento County Planning Department
827 Seventh Street, Rm 101
Sacramento, CA 95814
(916) 874-6141

Congestion Management Agency

Sacramento Transportation Authority
901 F Street, Suite 210
Sacramento, CA 95814-0730
(916) 323-0080

City Planning Department

City of Sacramento
Sacramento City Planning Division
1231 I Street Room 300
Sacramento, CA 95818
(916) 264-5381

District 3 - Transportation Concept Report Fact Sheet

Route Information		Segment Boundaries			
Route:	16	**KP Start**	18.459	**PM Start**	11.470
County:	Sacramento	**KP End**	27.053	**PM End**	16.810
Segment Number:	9	**Distance [km]**	8.594	**Distance [mi]:**	5.340

Segment Description

East of Sunrise Boulevard to Latrobe Road

Concept Summary

Existing Facility:

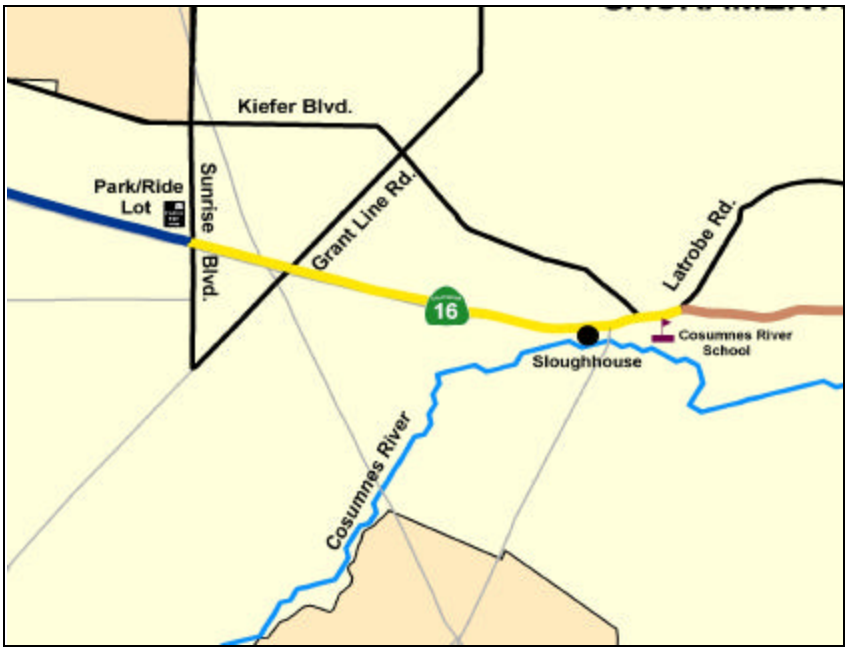
2-Lane Conventional

Concept Facility:

2-Lane Conventional

Ultimate Facility:

4-Lane Conventional



Level of Service (LOS)

Existing LOS:	E
20 yr. LOS - No Build	E
20 yr. Concept LOS:	E

County General Plan:	Sacramento
General Plan Year:	1993
General Plan LOS Standard:	D/E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Provide an alternate east-west parallel route, such as Kiefer Boulevard, within this segment.

Provide an Intelligent Transportation Systems (ITS) element, a Changeable Message Sign (CMS), within this segment.

Provide roadway signage for the Cosumnes Elementary School at PM 16.300.

Relinquish this segment in 3-7 years as this area develops.

Widen shoulders.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 9 is a two-lane conventional highway with paved shoulders. SR 16 is known as the Jackson Highway, and this segment of the route is also named the "Stanley L. Van Vleck Memorial Highway" from Dillard Road at PM 15.993 to Latrobe Road at PM 16.810. Mr. Van Vleck was a local cattle rancher who had a major influence on the local community and economy.

This segment passes through the community of Sloughhouse. The Cosumnes River runs through Sloughhouse; the area surrounding Sloughhouse is often referred to as the Cosumnes River Valley.

Many access points along this segment include local roads, intersections, and residential driveways, and all of which create impacts to traffic flow. Traffic congestion increases within this segment during weekday morning and evening peak commuting hours. Rolling terrain and several curves in this segment create some limited sight distance.

In 1997, the roadway was realigned from Grantline Road (PM 12.540) to Latrobe Road (PM 16.810), and the low point of the roadway profile raised.

The surrounding area along the segment has flooded on rare occasions from Deer Creek and the Cosumnes River during sustained heavy rainfall. A Project Study Report (PSR) was completed in February 2000 to study and evaluate measures to prevent flooding on SR 16 near Deer Creek and the Cosumnes River. Several configuration and operational measures were studied in the PSR; however, the 'no project' alternative was recommended because of high project costs, property owner and environmental impacts, and the infrequency of flooding.

The road is closed due to flooding an average of 10 hours per year. An 18-mile detour route is available using Grantline Road to Wilton Road, east to Dillard Road and north back to SR 16. When the Wilton Road floods, a 29-mile detour is available using SR 99.

The Deer Creek Bridge (Bridge Number 24-78 at PM 14.14) crosses the Cosumnes River within this segment. The bridge was originally built in 1948 and widened in 1997. Refer to Appendix B for further detailed bridge information.

The Cosumnes River Elementary School is adjacent to SR 16 at PM 16.300. School crossing pavement markings and school speed limit signs with a flashing beacon are posted on the route. A driveway in front of the school is used by school buses and other vehicles for passenger loading and unloading. The driveway is directly accessible from SR 16.

Farm equipment (e.g., tractors) travels along the shoulder areas within this segment of the route, and may create impediments to traffic flow. In addition, this segment is a Class III bicycle facility. Shoulders should be widened to 8-foot standard throughout the segment.

Capacity improvements and extensions to alternate east-west parallel routes, such as Kiefer Boulevard within this segment, should be considered to relieve congestion on SR 16.

According to the 1993 Sacramento County General Plan, the county plans to expand SR 16 as a 6-lane thoroughfare from Bradshaw Road to Grant Line Road (PM 6.220 to PM 12.540). Sacramento County also plans to expand SR 16 as a 4-lane arterial from Grant Line Road to the community of Rancho Murieta (PM 12.540 to PM 19.938). Presently, Sacramento County

Planning is updating their General Plan including the transportation element. The General Plan is scheduled to be completed in calendar year 2006.

Sacramento County is presently in discussions with Caltrans to consider the relinquishment of this SR 16 segment. Relinquishment of this segment is expected to be in approximately three to seven years as this segment area of the county is developed.

LAND USE

Land use is mostly rural residential housing with agricultural farms. There are also horse and cattle ranches, and small livestock farms.

Future commercial and residential development is planned for the Sunrise/Douglas Boulevard area in east Sacramento County. An estimated 50,000 new residents are projected to settle in this increasingly urbanized area over the next several years. Plans call for approximately 30,000 new homes, several shopping centers, and many parks.

The Sunrise Douglas Community Plan, comprising approximately 6,000 acres of land in eastern Sacramento County, is bounded on the north by Douglas Road, with a northerly panhandle along the eastern boundary, Grant Line on the east, Kiefer Boulevard and SR 16 to the south, and Sunrise Boulevard to the west. The overall project purpose for the Sunrise Douglas Community Plan is to develop a viable master planned community. The Sunrise Douglas Community Plan includes the area presently being planned as the Sunrise Douglas 2 Specific Plan, which also includes the Peery Arillaga property development.

The Sunrise Douglas Plan includes the SunRidge Specific Plan. The SunRidge Specific Plan encompasses 2,600 acres and represents 43% of the land area in the Sunrise Douglas Community Plan. The SunRidge Specific Plan will play a significant role in providing a location for new housing to meet the demand generated by present and future population and job growth in the nearby Highway 50 corridor. The SunRidge Specific Plan will incorporate smart growth principles, including opportunities for alternative transportation modes such as walking, bicycling, and public transit.

One of the major new planned phased commercial/residential developments is named Anatolia, and is part of the SunRidge Specific Plan. Rio Del Oro is another mixed use, residential and commercial development located in eastern Sacramento County, and north of the Sunridge Specific Plan. The Rio Del Oro development is closer to the US 50 corridor, but will also generate traffic onto local major arterials (e.g., Sunrise Blvd., Grant Line Rd.) that link to SR 16.

The Sunrise Douglas Community Plan area is located within the Sacramento County General Plan Urban Policy Area and is shown as a new Urban Growth Area. The new Urban Growth Area includes smart growth and livable community principles.

On July 1, 1993, Rancho Cordova became an officially incorporated city. The City of Rancho Cordova southern boundaries are SR 16 between Sunrise Boulevard at PM 11.470 and Grant Line Road at PM 12.540. The City of Rancho Cordova is developing a draft general plan scheduled to be completed in approximately late calendar year 2004. The general plan is scheduled to be completed in mid to late calendar year 2005.

MODAL OPTIONS

Amador Regional Transit System (ARTS):
ARTS provides fixed route bus service within Amador County and the community of Rancho Murieta along SR 16. ARTS also provides a connection from Rancho Murieta to Sacramento Regional Transit for passenger service to downtown Sacramento. For more information call (209) 223-BUSS (2877) or go online to www.amadortransit.com.

Bicycle Transportation:
A Class III bicycle facility is provided on this segment.

The 2010 Sacramento City/County Bikeway Master Plan (Master Plan) was adopted by Sacramento County in November 1993, and by the City of Sacramento in April 1995. The Master Plan proposes a Class II bicycle facility along this SR 16 segment. The majority of the shoulder width is adequate to support a Class II bicycle facility within this segment. Future land use within the SR 16 corridor will incorporate smart growth principles, including opportunities for alternative transportation modes such as bicycling.

RIGHT OF WAY

Exisiting right of way width varies from a minimum of 55 feet (PM 15.60), to a maximum of 210 feet (PM 14.1). The average right of way width is 119 feet.

Functional Classification Information

Functional Classification:	**Principal Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**National STAA Trucks**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	3.35	11.00
Avg. Shoulder Width:	1.52	5.00
Avg. Median Width:	0.00	0.00

General Comments:

Shoulder widths vary from 0 to 5 feet.

Projects Planned (Non-funded)

2025 SACOG MTP	Add an overcrossing and ramps at Sunrise Boulevard intersection. (2014) $20M

Projects Programmed (Funded)

NO PROJECTS PROGRAMMED

Traffic Data

Peak Period Direct Split:	70%
% Traffic Growth Per Year:	4%

Land-Use Data

Land Use Zone:	Residential/Farming
Terrain:	Rolling hills
Future-20yr. Land Use:	Residential/Farming

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2003	10,579	1,053	0.37	E	
2013	14,767	1,471	0.52	E	
2023	18,956	1,888	0.67	E	

Collision Rates

Total Collision Rate 0.66

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 0.551

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Note: Represents collision data from July 1999 to June 2003

Truck Volumes

	Daily Truck Volumes
3 Axle	148
4 Axle	63
5+ Axle	153
Total:	364

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	28.0%	1.4%
4 Axle	11.9%	0.6%
5+ Axle	28.9%	1.4%
Total:	68.8%	3.4%

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment-Maintenance (CO Protocol Applies)

PM10: Moderate

Ozone: Severe

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Sacramento Metro Air Quality Management District
777 12th Street, 3rd floor
Sacramento, CA 958141-908
(916) 874-4800

County Planning Department

County of Sacramento
Sacramento County Planning Department
827 Seventh Street, Rm 101
Sacramento, CA 95814
(916) 874-6141

Congestion Management Agency

Sacramento Transportation Authority
901 F Street, Suite 210
Sacramento, CA 95814-0730
(916) 323-0080

City Planning Department

No incorporated city governments along segment

District 3 - Transportation Concept Report Fact Sheet

Route Information	
Route:	16
County:	Sacramento
Segment Number:	10

Segment Boundaries			
KP Start	27.053	**PM Start**	16.810
KP End	38.560	**PM End**	23.960
Distance [km]	11.507	**Distance [mi]:**	7.150

Segment Description

Latrobe Road to Sacramento/Amador County line

Concept Summary

Existing Facility:

2-Lane Conventional

Concept Facility:

2-Lane Conventional

Ultimate Facility:

4-Lane Conventional

Level of Service (LOS)

Existing LOS:	E
20 yr. LOS - No Build	E
20 yr. Concept LOS:	E

County General Plan:	Sacramento
General Plan Year:	1993
General Plan LOS Standard:	D/E

Main Street Communities

Community Name:	General Plan Year:	General Plan LOS Standard:
Not a Main Street		
Not a Main Street		

TRANSPORTATION CONCEPT IMPROVEMENTS

Improve traffic signal timing and signage at the Rancho Murieta Parkway North and South intersections with SR16 to provide for golf cart or low speed vehicle highway crossings.

Relinquish this segment in 3-7 years as this area develops.

Widen shoulders.

DESCRIPTION - RATIONALE - GENERAL COMMENTS

Segment 10 is a two-lane conventional highway with paved shoulders, and passes through the Rancho Murieta community area. This segment is designated as a conventional highway from postmile 16.81 to 23.81, then the designation is an expressway from postmile 23.81 to the

Sacramento/Amador County line at postmile 23.96.

Rancho Murieta is a 3,500-acre private country-club community located within rolling hills near the base of the Sierra Nevada foothills. The growing community encompasses five lakes and several greenbelts, along with gated custom home areas, single-family home subdivisions, mobile home park, and a premier 18-hole golf course. Residents include retirees, active seniors, and working families.

SR 16 is known as the Jackson Highway, and this segment of the route from Latrobe Road at PM 16.810 to the Amador County line at PM 23.955 is also named the "Stanley L. Van Vleck Memorial Highway." Mr. Van Vleck was a local cattle rancher who had a major influence on the local community and economy.

Many access points along this segment include local roads, intersections, and residential driveways, and all of which create impacts to traffic flow. Traffic congestion increases within this segment during weekday morning and evening peak commuting hours. Rolling terrain and several curves in this segment create some limited sight distance.

In 1997, the roadway was realigned from Grantline Road (PM 12.540) to Latrobe Road (PM 16.810), and the low point of the roadway profile raised.

In 2003, the roadway was rehabilitated and shoulders widened from Michigan Bar Road at PM 22.290 to the Amador County line at PM 23.960.

Golf carts can now legally cross SR 16 within the Rancho Murieta community. Under Senate Bill 194, Rancho Murieta has until January 1, 2006 to establish a golf cart transportation plan. The golf cart transportation plan will allow golf carts and low speed vehicles to cross at two specific intersections on SR 16 (Murieta Parkway North and South). The Rancho Murieta Community Services District will develop a golf cart transportation plan pending permanent legislation. Legalized golf cart crossings may impact traffic on SR 16, since there is an estimated 1,600 golf carts in the community.

Pathway Neighborhood Electric Vehicles (NEVs) are licensed vehicles owned by General Motors (GM) that are presently being used by residents within the Rancho Murieta Country Club boundaries. They are part of a free, one-year lease program conducted by GM that will end in calendar year 2004. The vehicles, which are not equipped as golf carts, have a top speed of 21 miles per hour and will only be used within the country club community boundaries as a secondary transportation option. Traffic impacts to SR 16 are not expected.

An ad hoc committee, (consisting of the Rancho Murieta Association and Community Services District members), has evaluated the gate entrance to Rancho Murieta Parkway North. The goal is to increase the gate's vehicle queuing capacity to avoid traffic backups onto SR 16. Construction of the new gate entrance with potential additional traffic lanes depends on Rancho Murieta North's development plans and Sacramento County's development approvals. The tentative completion schedule is calendar year 2005.

Farm equipment (e.g., tractors) travels along the shoulder areas within this segment of the route, and may create impediments to traffic flow. In addition, this segment is a Class III bicycle facility. Shoulders should be widened to 8-foot standard throughout the segment.

The Cosumnes River Bridge (Bridge Number 24-80 at PM 19.72) crosses the Cosumnes River within this segment. The bridge was originally built in 1952 and widened in 1986. Refer to

Appendix B for further detailed bridge information.

According to the 1993 Sacramento County Transportation Plan, the county plans to expand SR 16 as a 6-lane thoroughfare from Bradshaw Road to Grant Line Road (PM 6.220 to PM 12.540). Sacramento County also plans to expand SR 16 as a 4-lane arterial from Grant Line Road to the community of Rancho Murieta (PM 12.540 to PM 19.938). Presently, Sacramento County Planning is updating their General Plan including the transportation element. The General Plan is scheduled to be completed in calendar year 2006.

Sacramento County is presently in discussions with Caltrans to consider the relinquishment of this SR 16 segment. Relinquishment of this segment is expected to be in approximately three to seven years as this segment area of the county is developed.

LAND USE

Land use within this segment is mostly rural residential housing, single-family home subdivisions, gated custom home areas, mobile home parks, light agricultural farms, horse/cattle ranches, and small livestock farms.

One of the new residential developments, The Greens, is adjacent to the route and north of SR 16. This was established in 1997, and includes approximately 48 acres with 201 lots. Vacant lots are being prepared for future single-family residential home construction. Several other new residential developments, a commercial site development, and a possible elementary school are proposed or are presently under construction in the Rancho Murieta community.

The Parks Committee of the The Rancho Murieta Association (RMA) approved a proposal to build a bridge across the Cosumnes River to link North and South Rancho Murieta. The bridge for pedestrians, bikes, and golf carts will be approximately 12 feet wide and 400 to 600 feet long. The bridge is being built with developer funds to satisfy a Sacramento County ordinance requirement. The county ordinance requires a river crossing connecting North and South Murieta before further building permits can be issued for construction in South Murieta. RMA will be responsible for maintaining the bridge after it is built. The impact of the bridge on SR 16 is unknown at this time.

MODAL OPTIONS

Amador Regional Transit System (ARTS):
ARTS provides fixed route bus service within Amador County and the community of Rancho Murieta along SR 16. ARTS also provides a connection from Rancho Murieta to Sacramento Regional Transit for passenger service to downtown Sacramento. For more information contact (209) 223-BUSS (2877) or go online at www.amadortransit.com.

Bicycle Transportation:
A Class III bicycle facility is provided on this segment.

The 2010 Sacramento City/County Bikeway Master Plan (Master Plan) was adopted by Sacramento County in November 1993, and by the City of Sacramento in April 1995. The Master Plan proposes a Class II bicycle facility along this SR 16 segment. The majority of the shoulder width is adequate to support a Class II bicycle facility. Future land use within the SR 16 corridor will incorporate smart growth principles, including opportunities for alternative transportation modes such as bicycling.

Passenger rail service is presently not available, but the closest Amtrak stations are in Sacramento and Stockton. The "San Joaquins" rail service offers daily northbound and southbound trains, connecting Los Angeles and Oakland via Sacramento or Stockton.

Rancho Murieta Airport:
A private general aviation airport that serves Rancho Murieta and Sacramento County. The airport is owned by Rancho Murieta Airport, Inc. Numerous trees are presently threatening the safety of the airport. The Federal Aviation Administration (FAA) requires that trees encroaching on the runway's protected airspace be removed. Nighttime takeoffs and landings at the airport are presently suspended until the encroaching trees are trimmed or removed. Reinstatement of nighttime flying is unknown at this time.

An initial Sacramento County environmental report states that a full environmental impact report is necessary to evaluate the costs and effects of the tree trimming or removal on woodland habitat between the airport and the Cosumnes River.

For more information contact (916) 354-3200.

RIGHT OF WAY

Exisiting right of way width varies from a minimum of 75 feet (PM 19.70) to a maximum of 270 feet (PM 22.3). The average right of way width is 130 feet.

Functional Classification Information

Functional Classification:	**Principal Arterial**
National Highway System (NHS):	**Non NHS**
Access Control:	**Conventional Highway**
National Truck System:	**National STAA Trucks**
Scenic Route:	**Non Scenic**
Lifeline Route:	**Non Lifeline**
Statewide Significance:	**Interregional Route System**

Highway Log Right of Way Information

Number of Lanes 2

	Meters	*Feet*
Avg. Lane Width:	3.35	11.00
Avg. Shoulder Width:	1.83	6.00
Avg. Median Width:	0.00	0.00

General Comments:

Shoulder widths vary from 0 to 6 feet.

Projects Planned (Non-funded)

NO PROJECTS PLANNED

Projects Programmed (Funded)

NO PROJECTS PROGRAMMED

Traffic Data

Peak Period Direct Split:	68%
% Traffic Growth Per Year:	4%

Land-Use Data

Land Use Zone:	Residential/Farming
Terrain:	Rolling hills
Future-20yr. Land Use:	Residential/Farming

Traffic Analysis (No Build)

Year	AADT	PkHrVol	V/CRatio	LOS	Comments
2003	8,374	923	0.32	E	
2013	11,690	1,289	0.45	E	
2023	15,005	1,654	0.58	E	

Collision Rates

Total Collision Rate 0.03

Compares the actual segment collision rate with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Fatal-plus-Injury Collision Rate: 0.538

Compares the actual fatal-plus-injury rates with the statewide average rate on facilities of this type. Collision rate is expressed in million vehicle miles.

Note: Represents collision data from July 1999 to June 2003

Truck Volumes

	Daily Truck Volumes
3 Axle	63
4 Axle	51
5+ Axle	111
Total:	225

	% Trucks of Truck AADT	% Trucks of Total AADT
3 Axle	15.0%	0.8%
4 Axle	12.2%	0.6%
5+ Axle	26.6%	1.3%
Total:	53.8%	2.7%

Air Quality

The following information is a brief overview only. For specific environmental information, contact California Department of Transportation District 3 Environmental Offices.

Air Basin: Sacramento Valley

Federal Air Quality Area Designations:

CO: Attainment-Maintenance (CO Protocol Applies)

PM10: Moderate

Ozone: Severe

Local and Regional Planning Agencies

RTPA/MPO

Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95816
(916) 321-9000

Air Quality District

Sacramento Metro Air Quality Management District
777 12th Street, 3rd floor
Sacramento, CA 958141-908
(916) 874-4800

County Planning Department

County of Sacramento
Sacramento County Planning Department
827 Seventh Street, Rm 101
Sacramento, CA 95814
(916) 874-6141

Congestion Management Agency

Sacramento Transportation Authority
901 F Street, Suite 210
Sacramento, CA 95814-0730
(916) 323-0080

City Planning Department

No incorporated city governments along segment

Appendix A: Current Design Standards

From Highway Design Manual, November 1, 2001

Paved Shoulder Width

Roadway Type (Multilane Undivided)	Left	Right
Conventional Highway –	--	2.4 meters (approx. 8 ft)
Freeway and Expressway	--	3.0m (approx. 10ft)

Traveled Way Width

Conventional Highways, Freeways, Expressways (Multilane Undivided)
3.6 meters (approx. 12 feet)

Bicycle Facilities

	Minimum Width of Traveled Way	Minimum Horizontal Clearance to Obstructions	Minimum Vertical Clearance to Obstructions
Class I Bikeway (One-way)	1.5 meters (Approx. 5 feet)	0.6 meters (Approx. 2 feet)	2.5 meters (Approx. 8 feet)
Class I Bikeway (Two-way)	2.4 meters (Approx. 8 feet)	0.6 meters (Approx. 2 feet)	2.5 meters (Approx. 8 feet)
Class II Bikeway (parking permitted with striped parking or stall)	1.5 meters (Approx. 5 feet)	--	--
Class II Bikeway (parking permitted without parking stripe or stall)	3.3 meters (Approx. 11 feet)	--	--
Class II Bikeway (parking prohibited)	1.5 meters (Approx. 5 feet)	--	--
Class III Bikeway	** Note*	--	--
** Note: Minimum width is dependent on many factors, including the volume and character of vehicular traffic on the road, typical speeds, vertical and horizontal alignment, sight distance, and parking conditions. Recommend that minimum widths be standard shoulder width (2.4 meters [approximately 8 feet]).*			

Appendix B: Bridge Information

Segment ID	Postmile	Bridge Number	Structure Name	Structure Type	Length [meters]	Width [meters]	Sidewalks [meters]	Year Built	Year Widened
COL-16-1	3.35	15 0037	Bear Creek	Concrete Continuous - Tee Beam	49.1	10.4		1964	
COL-16-1	4.34	15 0036	Bear Creek	Concrete Continuous - Box Beam or Girders	91.4	10.4	0.6	1964	
YOL –16-2	3.87	22 0019	Cache Creek	Concrete Continuous - Tee Beam	114.3	9.1	0.4	1938	
YOL –16-2	6.36	22 0109	Rumsey Canyon	Concrete - Slab	7.6	9.9		1955	
YOL –16-2	11.54	22 0023	Heather Creek	Concrete Continuous - Slab	21.9	10.6		1962	
YOL –16-3	18.13	22 0090	Mossy Creek	Concrete Continuous - Slab	20.7	9.9		1954	
YOL –16-3	20.30	22 0024	Taylor Creek	Concrete - Slab	8.8	10.6		1912	1954
YOL –16-3	25.15	22 0027	Capay Canal	Prestressed Concrete Continuous - Box Beam or Girders	41.1	13.3		1991	
YOL –16-5	31.82	22 0028	South Fork Willow Slough	Concrete Continuous - Slab	24.4	16.9		1980	
YOL –16-5	32.01	22 0111	Rte 16 505 Separation	Concrete Continuous - Box Beam or Girders	80.2	9.5	0.6	1959	
YOL –16-5	43.42	22 0151	Route 16/5 Separation	Concrete Continuous - Box Beam or Girders	66.4	14.3	1.5 (right side only)	1973	
SAC-16-8	6.64	24 0075	Morrison Creek	Concrete Continuous - Slab	23.5	12.8		1937	1971
SAC-16-8	11.35	24 0336	Folsom South Canal	Prestressed Concrete - Stringer/Multi-beam or Girder	29.6	13.1		1971	
SAC-16-9	14.14	24 0078	Deer Creek	Concrete Continuous - Slab	50.0	16.6		1948	1997
SAC-16-10	19.72	24 0080	Cosumnes River	Concrete Continuous - Box Beam or Girders	77.7	11.4		1952	1986

Appendix C: California Natural Diversities Database

The California Natural Diversity Database (CNDDB) is a statewide inventory of the locations and condition of the state's biological resources, rare species, and natural communities. The CNDDB was used in this report to provide an initial assessment of the known biological resources in regards to State Route (SR) 16 in District 3. Impacts to biological resources affect both the feasibility of a project and the identification of alternatives.

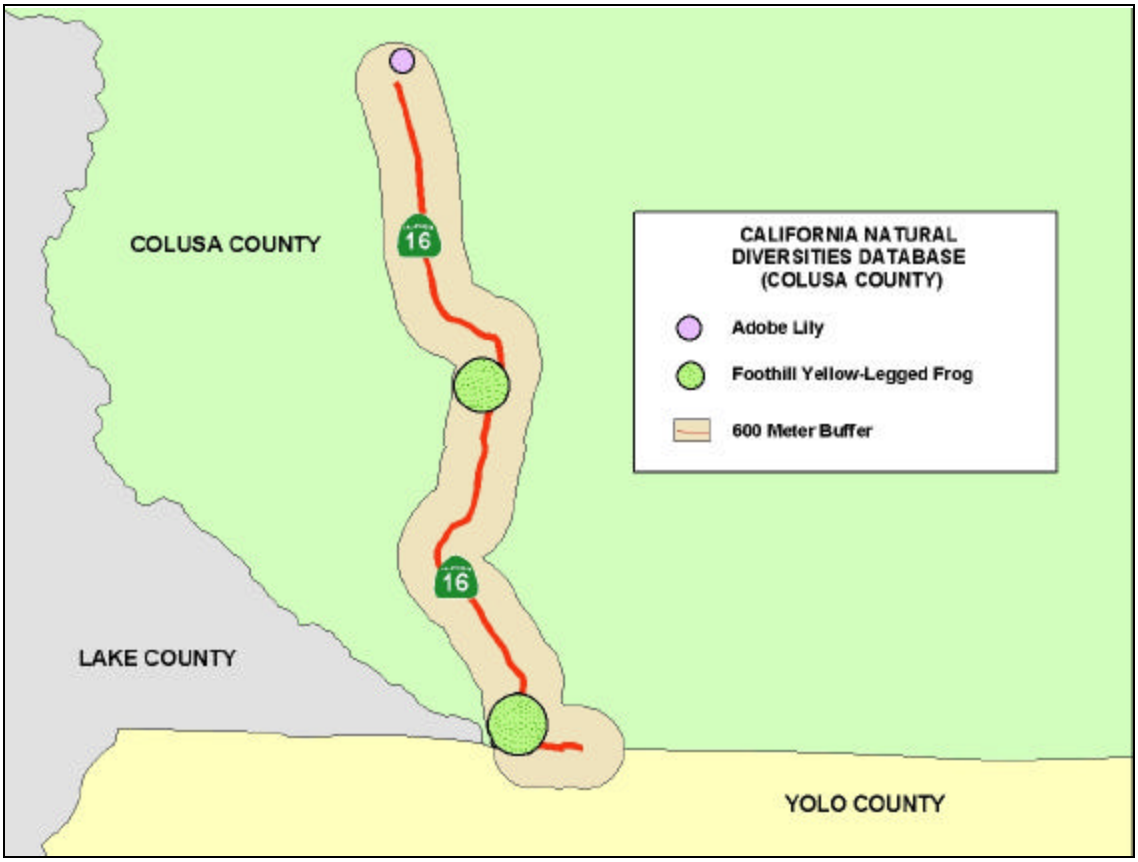
The following maps depict SR 16 as it extends approximately 74 miles through Colusa, Yolo, and Sacramento County. This information does not represent all possible environmental constraints that may exist.

Other environmental issues include air quality, cultural resources (historic and prehistoric), floodplain encroachment, hazardous materials, noise, visual impacts, and the cumulative impacts of regional projects. Any project that is being considered for programming would require an environmental document in compliance with all State, Federal, and Local environmental laws and regulations.

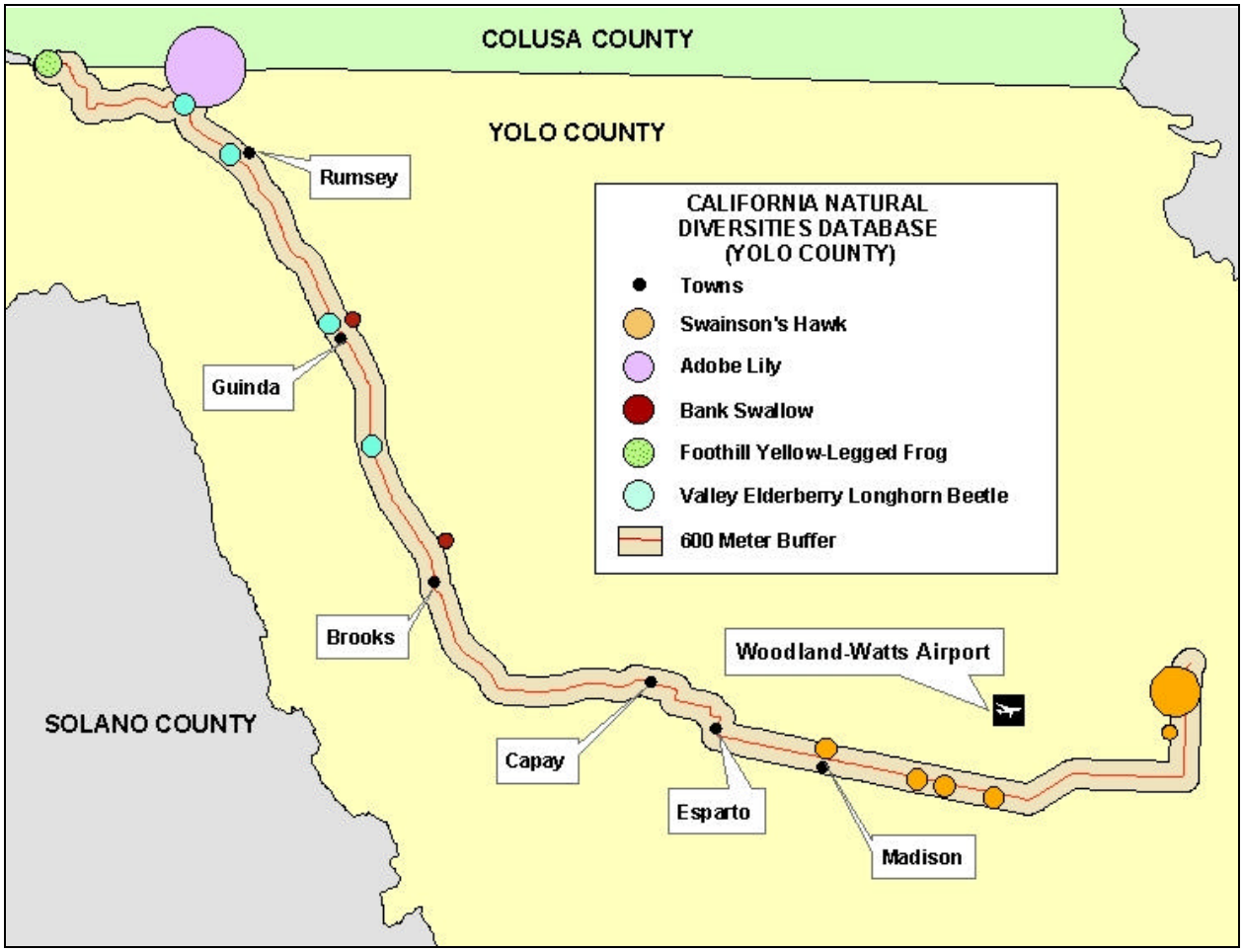
Table 2 – SR 16 Special Status Species (Common Names)

ANIMAL	*PLANT*	*HABITAT*
• Bank Swallow • Burrowing Owl • California Linderella • Foothill Yellow-Legged Frog • Midvalley Fairy Shrimp • Northwestern Pond Turtle • Sanford's Arrowhead • Swainson's Hawk • Tricolored Blackbird • Valley Elderberry Beetle • Vernal Pool Fairy Shrimp • Vernal Pool Tadpole Shrimp • Western Spadefoot	• Adobe Lily • Bisbee Peak Rush-Rose •	• Northern Hardpan Vernal Pool

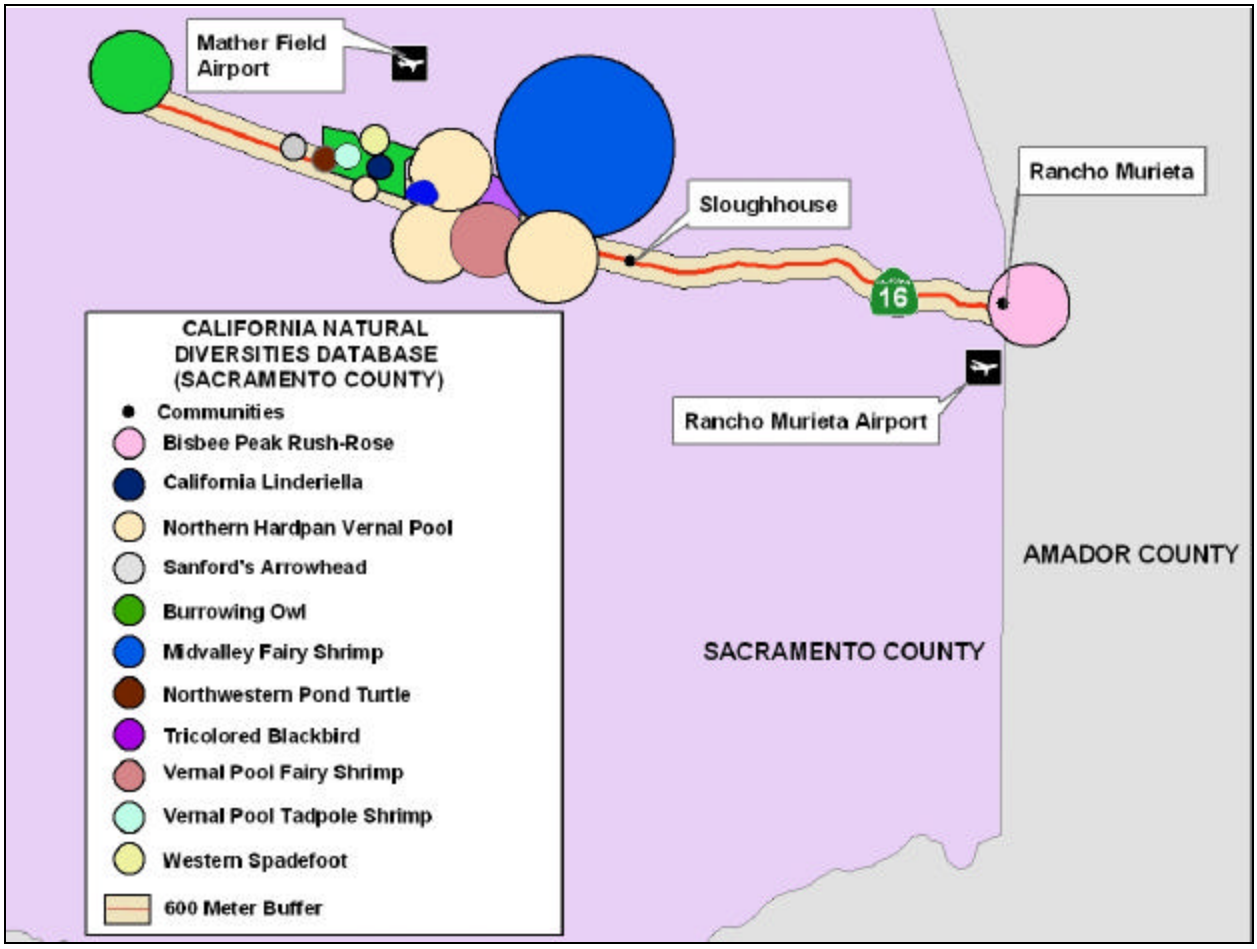
Map 3 – California Natural Diversities Database (Colusa County)



Map 4 – California Natural Diversities Database (Yolo County)



Map 5 – California Natural Diversities Database (Sacramento County)



Appendix D: Federal & State Environmental and Resource Agencies

Federal Agencies

US Army Corps of Engineers – Sacramento District
1325 J Street
Sacramento, CA 95814-2922
(916) 557-5100

USDA Natural Resources Conservation Service – Grass Valley
113 Presley Way, Suite 1
Grass Valley, CA 95945-5846
(530) 272-3417
(530) 477-8055 (fax)

USDA Natural Resources Conservation Service – Auburn Service Center
251 Auburn Ravine Road, Suite 106
Auburn, CA 95603-3719
(530) 885-6505
(530) 823-5504 (fax)

US Fish and Wildlife Service – Pacific (Region 1)
Sacramento Fish and Wildlife Office Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

US Environmental Protection Agency – Region 9
75 Hawthorne Street
San Francisco, CA, 94105

National Marine Fisheries Service – Sacramento Area Office
650 Capitol Mall, Suite 8-300
Sacramento, CA 95814-4708
(916) 930-3600
(916) 930-3629 (fax)

Appendix D: Federal & State Environmental and Resource Agencies (continued)

State Agencies

California Department of Fish and Game
Sacramento Valley – Central Sierra Region
1701 Nimbus Road
Rancho Cordova, CA 95670
(916) 358-2900

Regional Water Quality Control Board
Central Valley Region – Sacramento Office (5S)
3443 Routier Road
Sacramento, CA 95827-3098
(916) 255-3000
(916) 255-3015 (fax)

Appendix E: Glossary and Acronyms

Acronyms and Terms taken from the "Caltrans Acronyms & Transportation Terms Commonly Used in System and Advanced Planning"

Aa

Air Basin: An area or territory that contains similar meteorological and geographical conditions. In California, the Air Resources Board (ARB) has established nine air basins.

Annual Average Daily Traffic (AADT): The average 24-hour traffic volume, which is the total number of vehicles during a stated period divided by the number of days in that period. Unless otherwise stated, the period is a year.

Average Daily Traffic (ADT): The average 24-hour traffic volume, which is the total number of vehicles during a stated period divided by the number of hours in that period. Unless otherwise stated, the period is a 24-hour period.

Bb

BCAG: Butte County Association of Governments

Buildout: Level of urban development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum level of development envisioned by the City's General Plan. Buildout does not assume that each parcel is developed to include all floor area or housing units possible under zoning regulations.

Cc

Capacity Enhancement: Projects that increase the carrying capacity of a route such as additional lanes, or operational improvements such as ramp metering.

Channelization: The separation or regulation of conflicting traffic movements into definite paths or travel by the use or pavement markings, raised islands or other suitable means to facilitate the safe and orderly movement of both vehicles and pedestrians.

Class I Facility or Bikeway: Class I bikeways (bike paths) are facilities with exclusive right of way, with cross flows by motorists minimized. Section 890.4 of the Streets and Highways Code describes Class I bikeways as serving "the exclusive use of bicycles and pedestrians."

Class II Facility or Bikeway: Class II bikeways (bike lanes) for preferential use by bicycles are established within the paved area of roadways. Bike lane stripes are intended to promote an orderly flow of traffic, by establishing specific lines of demarcation between areas reserved for bicycles and lanes to be occupied by motor vehicles.

Class III Facility or Bikeway: Class III bikeways (bike routes) are intended to provide continuity to the bikeway system. Bike routes are established along through routes not served by Class I or II bikeways, or to connect discontinuous segments of bikeway (normally bike lanes). Class III facilities are shared facilities, either with motor vehicles on the street or with pedestrians on sidewalks; and in either case, bicycle usage is secondary. Class III facilities are

established by placing Bike Route signs along roadways.

Concept: A strategy for future improvements that will reduce congestion, improve mobility, or maintain the existing level or service on a specific route.

Conventional Highway: A highway without control of access, and which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

Ee

Expressway: An arterial highway for through traffic, which may have partial control access, but which may or may not be divided or have grade separations at intersections.

Ff

Focus Routes: A subset of the 34 High Emphasis Routes (see definition). Focus Routes represent 10 IRRS corridors that should be of the highest priority for completion to minimum facility standards in a 20-year period.

Freeway: A divided arterial highway for through traffic with full control of access and with grade separations at intersections.

Hh

High Emphasis Routes: Routes that are characterized as being the most significant Interregional Road System (IRRS) routes. More importantly, these routes are significant in interregional travel and to maintaining and improving mobility across the entire state.

Highway Adoption: California Transportation Commission (CTC) establishment of a specific highway route location.

Ii

Interregional Road System (IRRS): A series of interregional state highway routes located outside of urbanized areas that provides access to, and links between, the State's economic centers, major recreational areas, and urban and rural regions.

IRRS: Interregional Road System

Kk

KPM: Kilometer Post-mile

Kilometer Post-mile (KPM): Using kilometers and counties, the Post-mile system identifies specific and unique locations in the California highway system.

Ll

Level-of-Service (LOS): A rating using performance measures (e.g., traffic volumes, vehicle/capacity ratios, vehicle delay times), that characterizes operational conditions within a traffic stream and perception of those measures by motorists and passengers.

LOS: Level-of-Service

Mm

Median: The portion of a divided highway separating the traveled ways for traffic in opposite directions.

Nn

National Highway System (NHS): The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 included the Interstate Highway System in the 155,000-mile National Highway System (NHS). The NHS approved by Congress in 1995, provides an interconnected system of principal arterial routes to serve major travel destinations and population centers, international border crossings, as well as ports, airports, public transportation facilities, and other intermodal transportation facilities. NHS routes must also meet national defense requirements and serve interstate and interregional travel.

NHS: National Highway System

Pp

Paratransit: A variety of small, often flexible scheduled route transportation services using low-capacity vehicles, such as vans, to operate within urban transit corridors or rural areas. These services usually serve the needs of persons that standard mass transit services would serve with difficulty, or not at all. Often, the patrons include the elderly and persons with disabilities.

Peak Period: The period during which the maximum amount of travel occurs. It may be specified as the morning (AM) or afternoon (PM) peak, or peak hours.

PM: Post-mile

Post-Mile (PM): Using miles and counties, the post-mile (PM) system identifies specific and unique locations in the California highway system.

Rr

Regional Transportation Plan (RTP): State mandated documents to be developed biennially by all Regional Transportation Planning Agencies (RTPAs). They consist of policy, action, and financial elements.

Regional Transportation Planning Agency (RTPA): Created by AB 69 (1972) to prepare regional transportation plans and designated by the Business, Transportation and Housing secretary to receive and allocate transportation funds. RTPAs can be Councils of Government (COGs), Local Transportation Commissions (LTCs), Metropolitan Planning Organizations (MPOs), or statutorily created agencies.

Route Concept: The Department's judgment on existing and future facilities given present and future financial, environmental, planning and engineering factors.

RTP: Regional Transportation Plan

Rural Area: An area with a population of less than 2,500, and located outside the U.S. Census *urban area* boundary.

Ss

SACOG: Sacramento Area Council of Governments.

Shared Roadway: Shared Roadways have no bikeway designation. For example, many rural highways are used for intercity touring and recreational travel. However, the limited use and lack of continuity makes it inappropriate to designate these facilities for bikeways. The development and maintenance of a

4 foot-paved roadway shoulder with a 4-inch stripe can improve the safety and convenience of motorists and bicyclists.

SHOPP: State Highway Operation and Protection Program

Shoulder: The portion of the roadway contiguous with the traveled way for accommodation of stopped vehicles, for emergency use, and for lateral support of base surface courses.

SR: State Route

State Highway Operation and Protection Program (SHOPP): A 4-year program limited to projects related to state highway safety, maintenance, and operation.

State Route (SR): State highways within the State, other than Interstate and US routes, which serve intrastate and interstate travel. These highways can be freeways, expressways, or conventional highways.

Tt

TCR: Transportation Concept Report

TDM: Transportation Demand Management

Transit: Generally refers to passenger service provided to the general public along established routes with fixed or variable schedules at published fares.

Transportation Concept Report (TCR): Also known as a Route Concept Report (RCR), a document that identifies current operating conditions, future deficiencies, a Route Concept and Concept Level of Service, and improvements to the route or corridor that will achieve the concept.

Transportation Demand Management (TDM): Demand-based techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules that enable employees to commute to and from work outside of peak travel periods.

Uu

Urban Area: An area with a population of 2,500 to 49,999, and not located within U.S. Census *urbanized area* boundaries.

Urbanized Area: An area with a U.S. Census population of 50,000 or more, and includes *urban area* boundaries.

Appendix F: References

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Appendix F: References (continued)

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